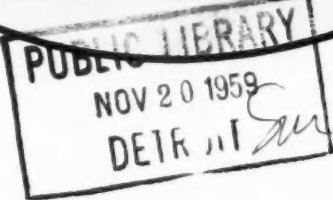


# THE COMMERCIAL MOTOR

FRIDAY, OCTOBER 30, 1959  
ONE SHILLING

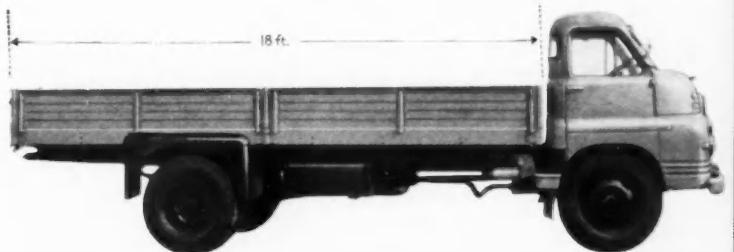


**Bedford's  
new  
extra-long  
7-tonner**



**An extra foot on the  
wheelbase, an extra  
two feet on the body**

Wheelbase 168 in. Inside body  
length 18 feet, inside width 7 feet.  
7-ton extra long dropside lorry  
with 300 cu. in. petrol engine £1,148  
with 300 cu. in. diesel £1,273  
with 350 cu. in. diesel £1,573



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to fit Girling replacement brake shoes. Wise fleet owners realise that relining brakes is a false economy.

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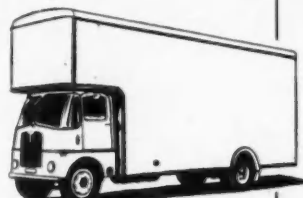
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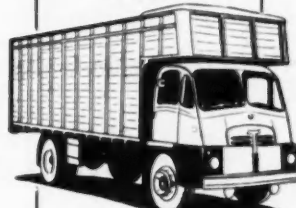


"SWIFT"  
4-tonner

## "TRIDENT" 8-tonner



"SWIFTSURE"  
6-tonner



"MASTIFF"  
Max-load  
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"TRUSTY"  
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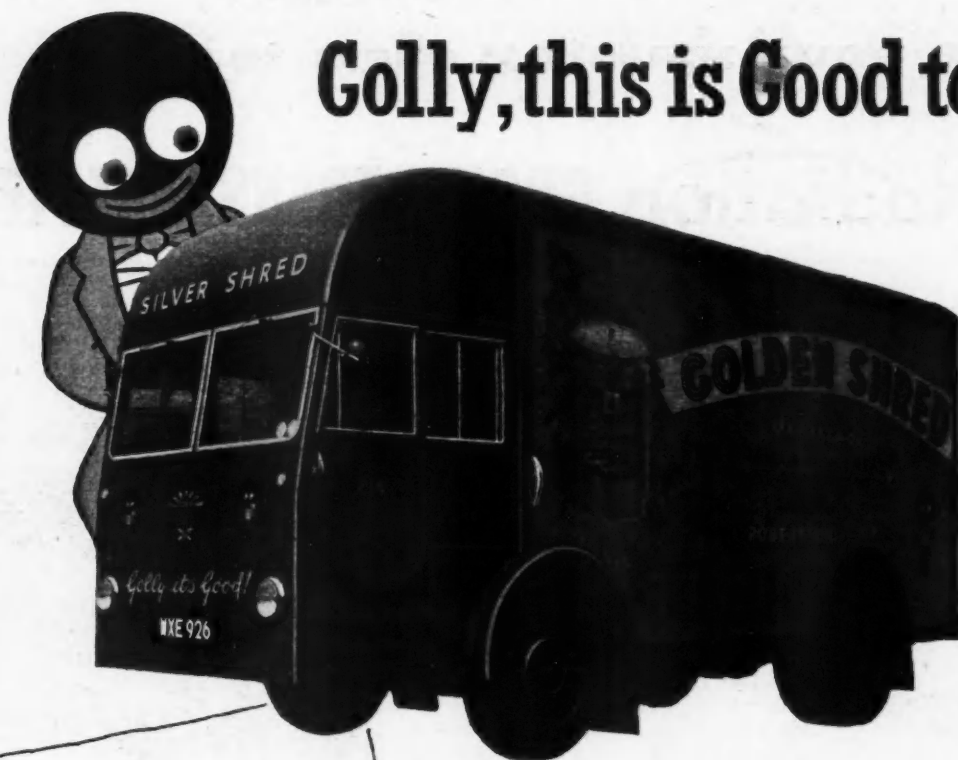
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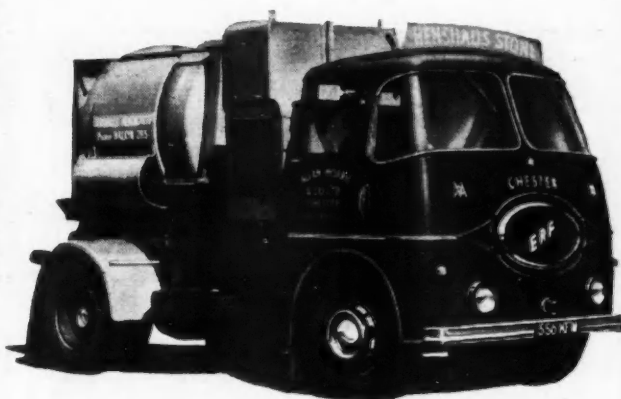


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★ (RIGHT) ERF Model 44G chassis with Gardner 4-cylinder oil engine carrying a Rapier concrete mixer unit for mixing during transportation. Mixer unit capacity is 3½ cu. yds.



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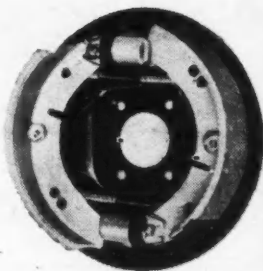
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***Make your vehicle as safe as him!***

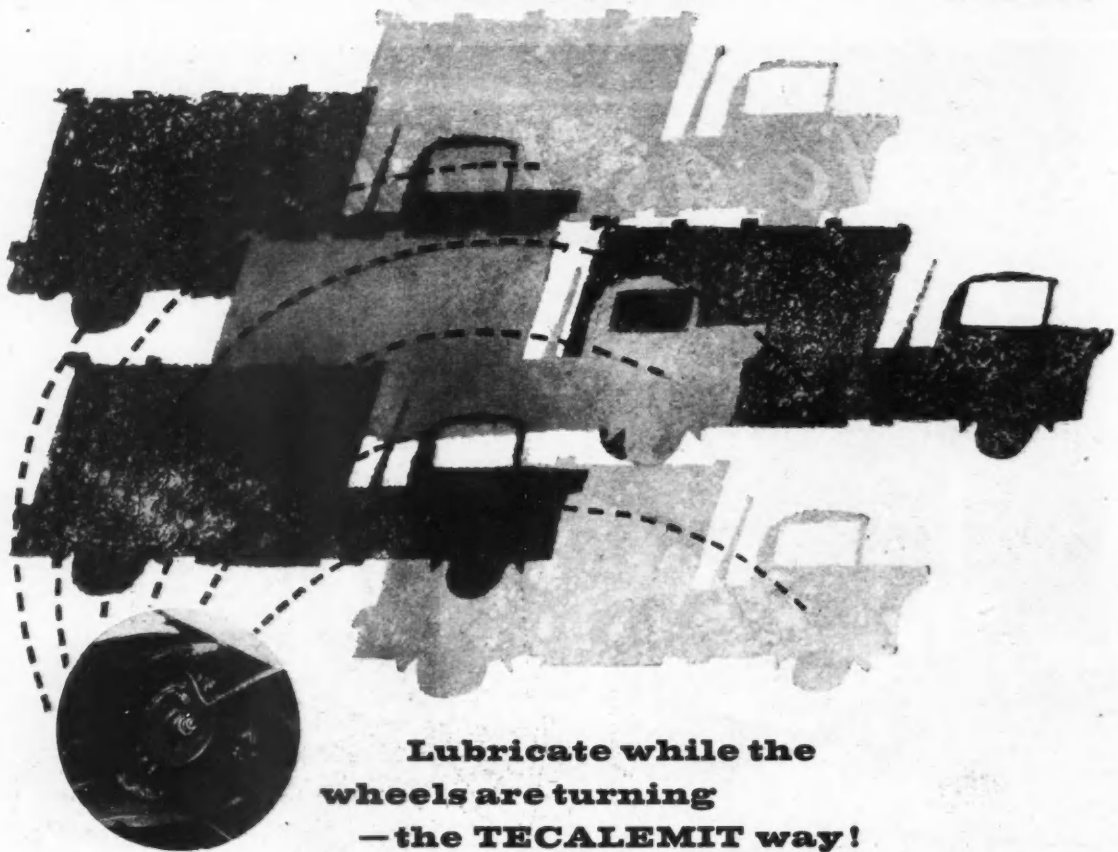
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AT THE MOTOR SHOW TO SOLVE  
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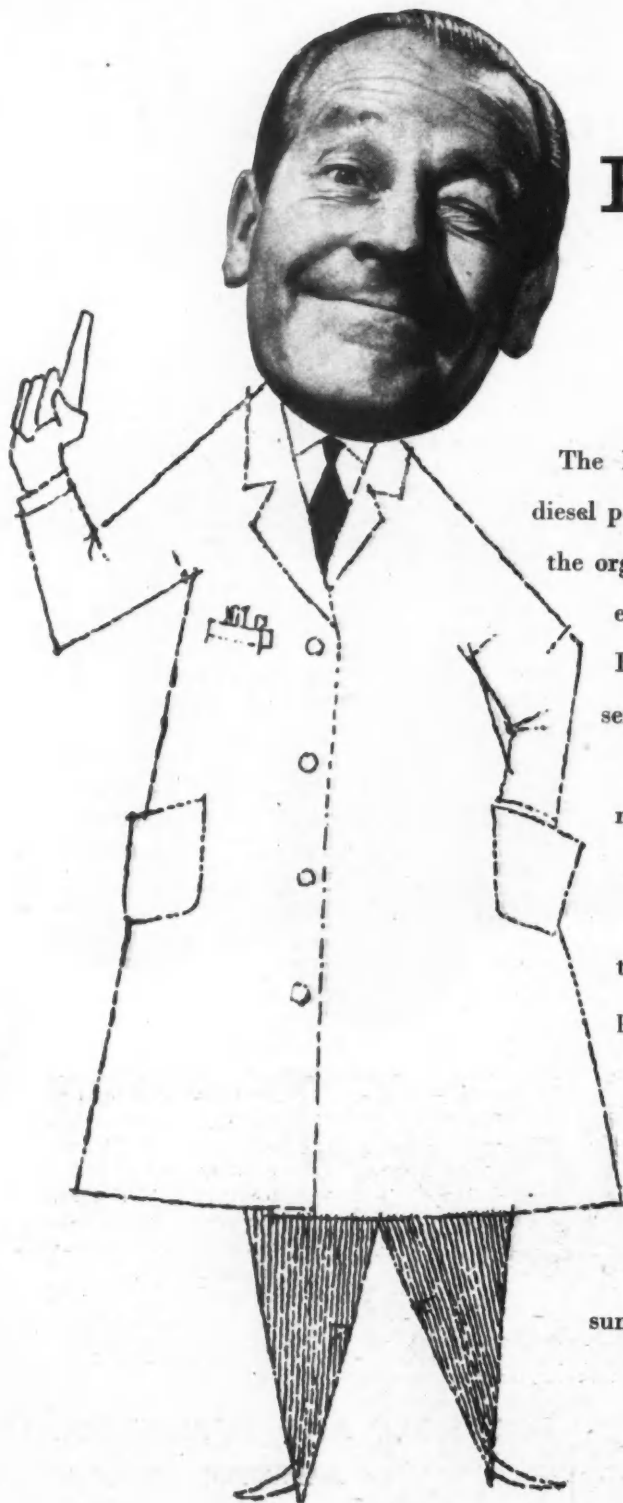
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*means long life and*

The Hartridge sign is the clue to full-throated diesel power right round the clock. It's the sign of the organisation whose equipment services 7 out of every 10 diesels in the world.

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## longer engine life and lower running costs

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**Uxbridge:** Kenilworth Products  
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**Aylesbury:** Mid-Bucks Electrical Services Ltd.  
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**Bath:** Fred Short Ltd.  
**Bideford:** Heard Brothers  
**Bristol:** Bristol Auto Electrical Co. Ltd.  
**Devizes:** T. H. White (Devizes) Ltd.  
**Exeter:** Exeter Ignition Co. Ltd.  
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**Gloucester:** Wicliffe Motor Co. Ltd.  
**Lincoln:** Blamey & Marcom Ltd.  
**Newton Abbot:** H. Bearse & Sons Ltd.  
**Salisbury:** A. Brewer & Co. Ltd., Wilton  
**Truro:** H. T. P. Motors Ltd., Visick (Marine) Ltd.  
**Warrminster:** John Wallis Titt & Co. Ltd.  
**Wincanton:** Wincanton Garages Ltd.

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**Great Yarmouth:** Richmond & Pritchard  
**Ipswich:** Fuel Injection (Ipswich) Ltd.  
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**Mirfield:** Diesel Economy Services  
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All Crompton Heavy Duty Batteries are now available with F.S.C. (Factory Sealed Charge)—at *no extra cost*.

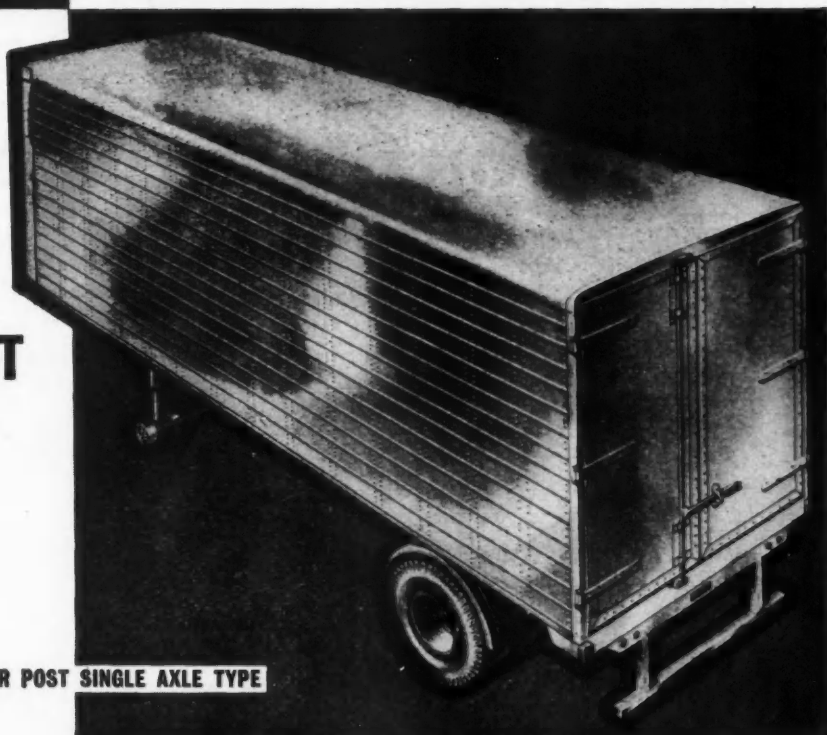
F.S.C. batteries stay factory-fresh right up to the time they are needed—only then are the seals broken, the acid added and a short first charge given. F.S.C. means that a battery starts its long life only *from the moment it is installed*.

Equip your Fleet with **Crompton**

**HEAVY DUTY BATTERIES WITH**



CROMPTON PARKINSON LIMITED, CROMPTON HOUSE, ALDWYCH, LONDON, W.C.2.

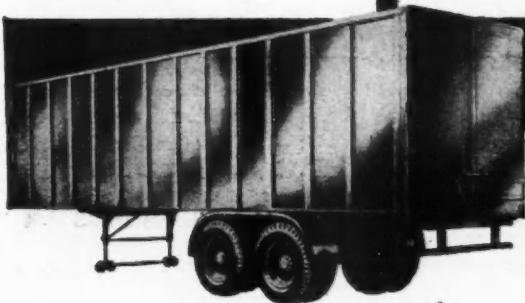
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FREIGHTMASTER** \***BRITAIN'S  
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INTERIOR POST SINGLE AXLE TYPE

***BIG PAYLOAD plus CUBIC CAPACITY***

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- The all-purpose carrier — SAFELY handles high tonnage or bulk alike.
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YORK FREIGHTMASTERS open a new chapter in road transport and meet today's changing load patterns. Proven by YORK Engineers' long experience in producing identical load-carriers for North American operations, the FREIGHTMASTER combines body and frame into a single drum-tight unit (the body IS the frame). Aircraft type construction plus high-strength alloys result in an unprecedented combination of cubic capacity and tonnage capacity—for a weight which is no more than many ordinary open trailers. The YORK FREIGHTMASTER is an investment in sheer carrying capacity—sleekly reflecting the efficiency of the business it so capably serves. Capacities —12 to 20 tons; lengths 22'—40'; S.A.E. or Automatic Couplings.



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# Science breaks through to an entirely new kind of tyre cord—

## COMFORT, SAFETY, ECONOMY



2

**'TYREX'** is a striking new achievement of British science—a new kind of tyre cord that makes possible a new standard of comfort, safety and economy in tyres.

'Tyrex' was developed by Courtaulds *specifically* for use in tyres. It has been exhaustively tested against certified specifications.

### COMFORT!

'Tyrex' is the quietest tyre cord of all. 'Tyrex' cord tyres run more smoothly than other tyres—because 'Tyrex' prevents undue stretch or 'growth,' and makes noisy 'flat spots' a thing of the past.

### SAFETY!

Tests by independent authorities prove that 'Tyrex' gives three times more resistance to 'bruise breaks' than any other tyre cord.

'Tyrex' is cooler-running—even at the highest speeds.

### ECONOMY!

'Tyrex' gives longer original tread life and takes remoulds more easily.

'Tyrex' cord is now commercially available to tyre manufacturers and it is coming soon on new tyres for replacement.

See Courtaulds' Tyrex Exhibit at the International Motor Show, Earls Court Exhibition Hall, London, Oct. 21-31. Look for Stand No. 292C.

# TYREX

MY COMBINED AS NEVER BEFORE!

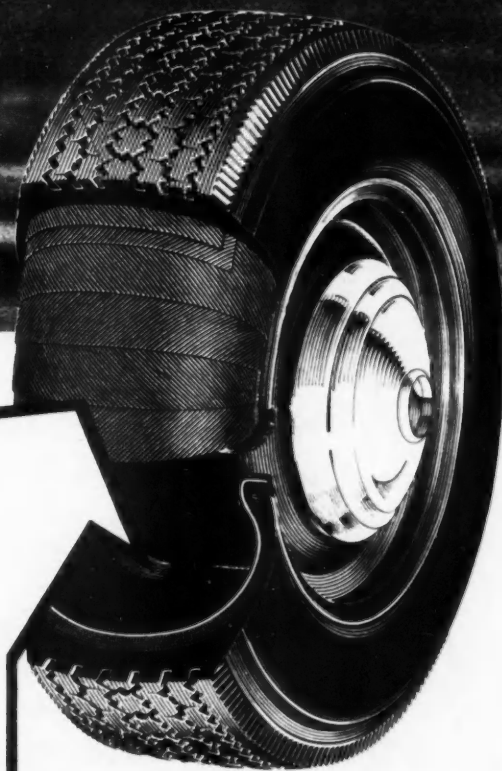


## OPERATION: TYRE TEST!

*In the scorching heat of America's Nevada Desert, 'TYREX' cord was exhaustively tested against the other leading tyre cord. At average speeds of 107 m.p.h., road temperatures of up to 130°, and covering 850 miles a day, 'TYREX' cord tyres gave 20% longer tread life.*

# TYREX

**BACKBONE OF  
TOMORROW'S TYRES**



*'Tyrex' cord—developed and manufactured in Britain by Courtaulds Limited, 16 St. Martin's-le-Grand, London, E.C.1*



*Finger-tip controlled loading has considerably reduced handling costs for Bottogas Limited . . .*

it pays to fit a

**BURTONWOOD**

***Hydraulic Tail Lift***

Patent Nos. 776002 & 647075  
other patents pending

The main Bottogas fleet is fitted with the Burtonwood Tail Lift. They have found that loading by hand is not only old-fashioned but is very expensive, particularly when compared with the modern Burtonwood Way—one man alone can operate the Hydraulic Tail Lift.

Easily installed on existing transport, the Burtonwood Hydraulic Tail Lift standard models are available with

**CAPACITIES RANGING FROM 10 CWTs. TO 3 TONS.**

If you are interested in reducing your handling costs, write or telephone for details. We shall be pleased to arrange a demonstration.

*Among many road transport operators who use the Burtonwood Tail Lift Hoist are:—*

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**BURTONWOOD ENGINEERING CO., LTD.**

MECHANICAL HANDLING DIVISION

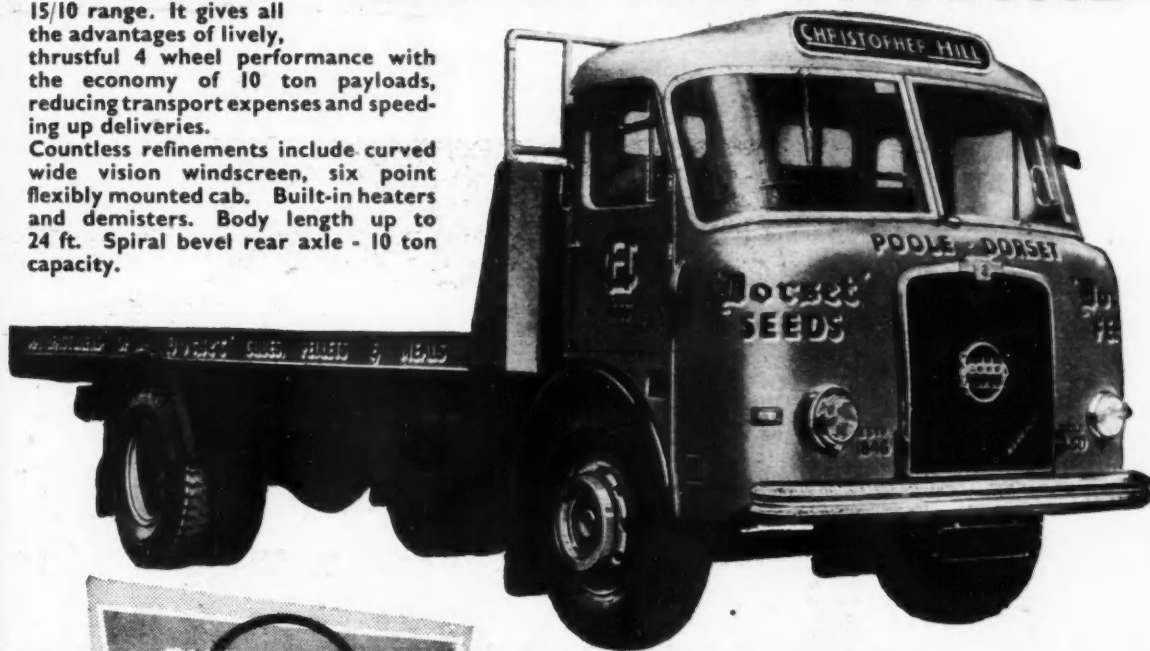
**NORTH EAST INDUSTRIAL ROAD, WELWYN GARDEN CITY**

Telephone: Welwyn Garden 5571 (7 lines)

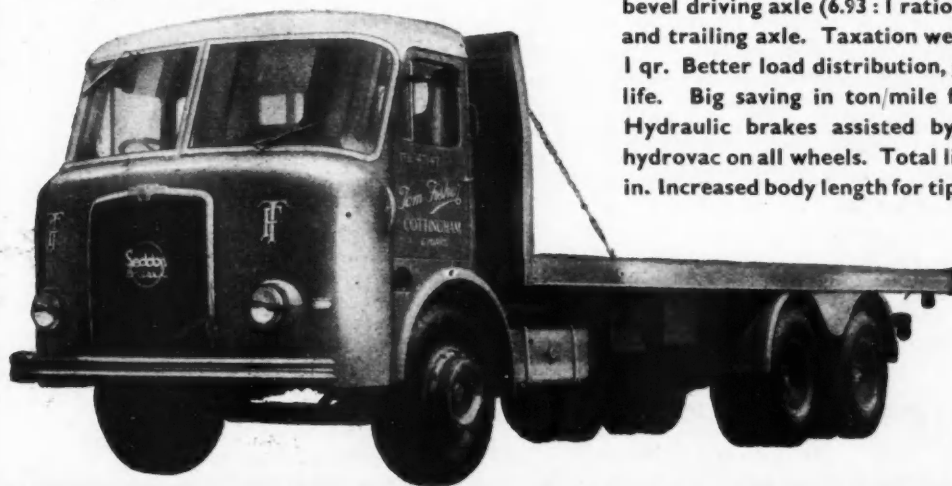
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*diesels*



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*Dependability*

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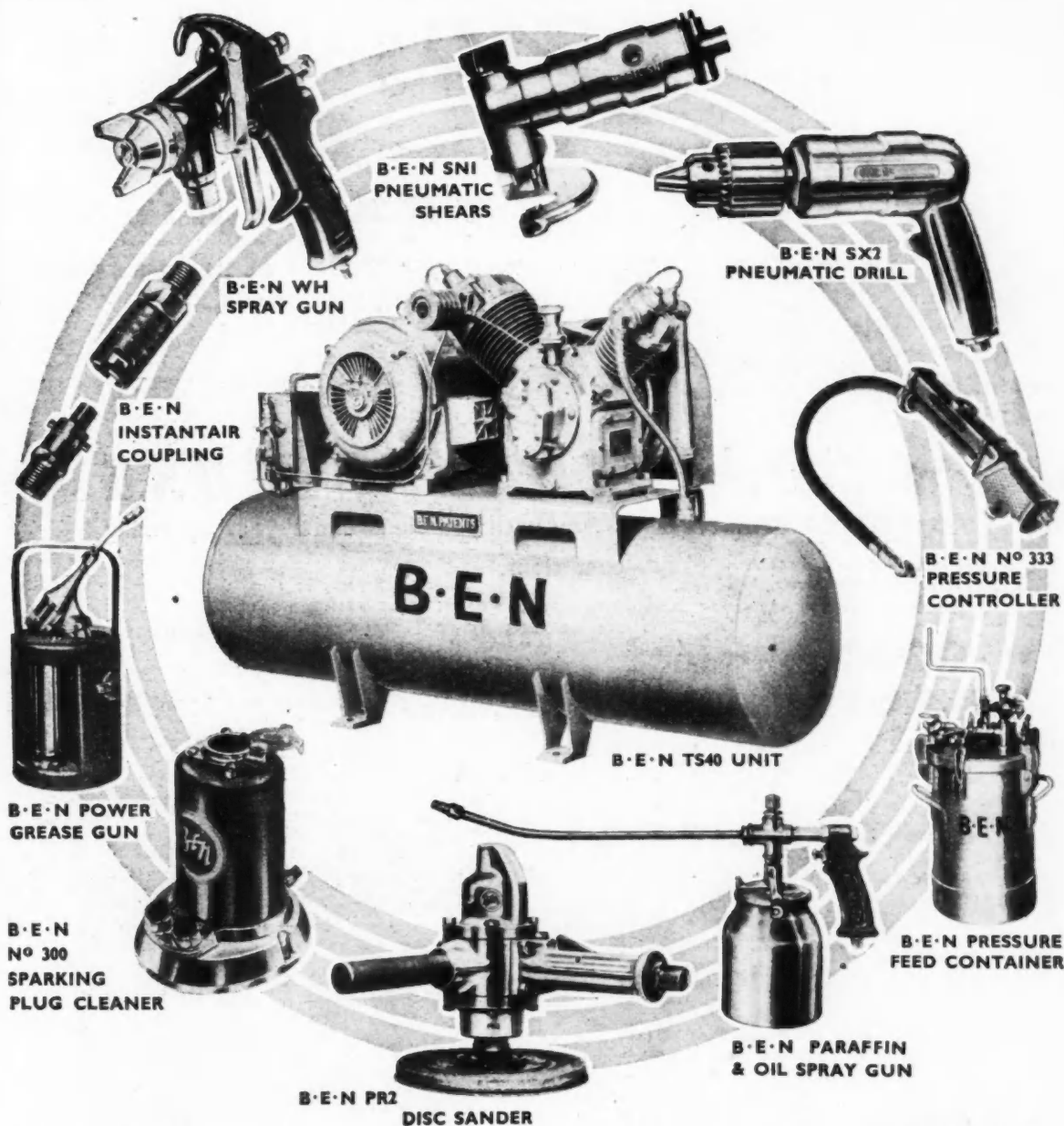
*Extract from a recent letter.*



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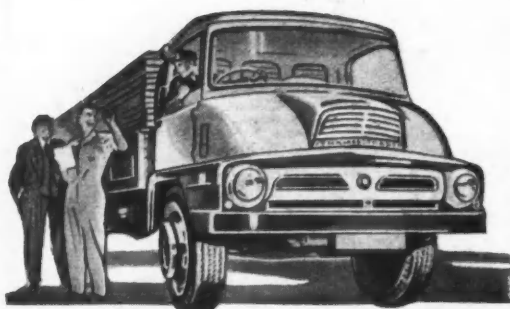
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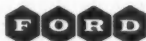


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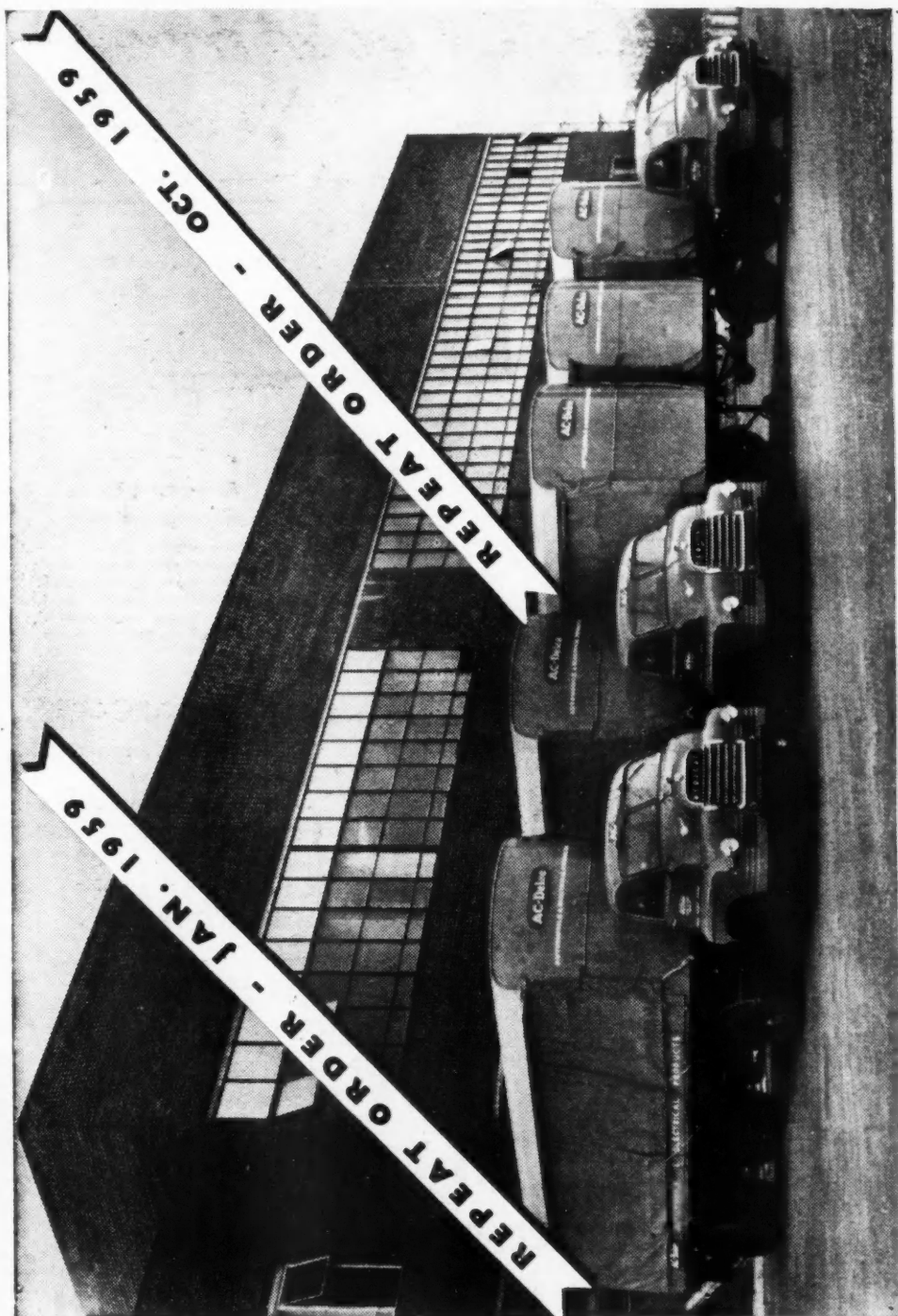


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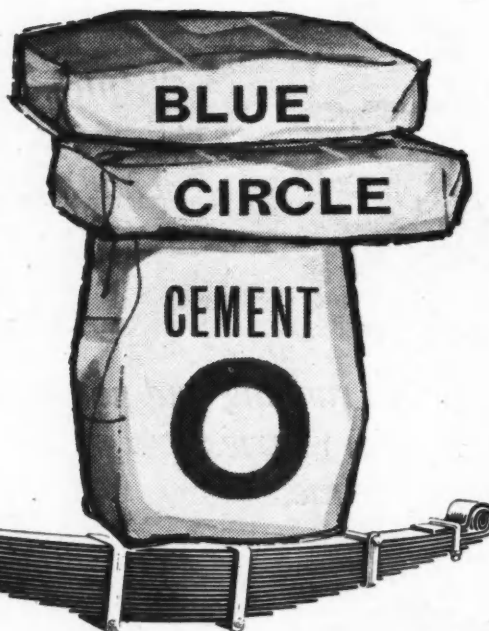
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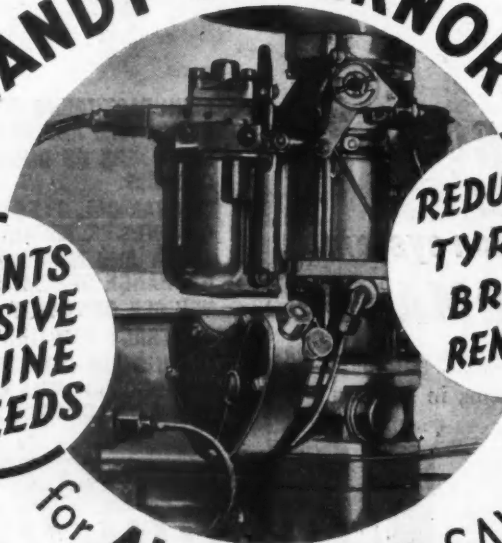
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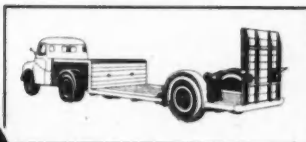


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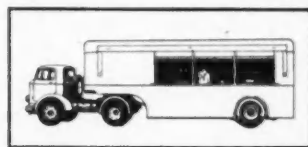
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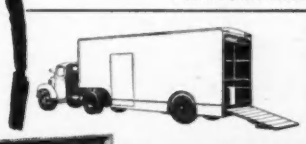
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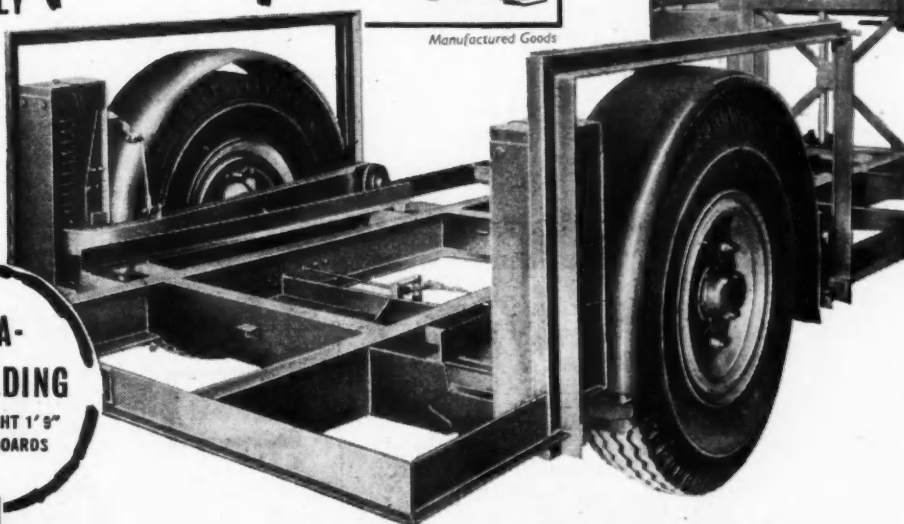


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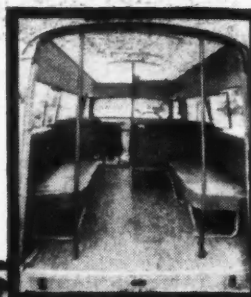
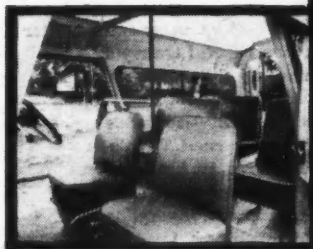
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(with forward facing seats)

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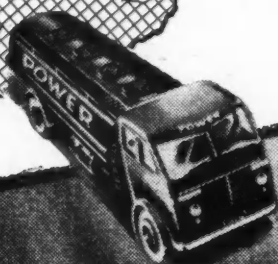
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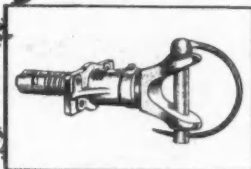
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SPECIALISTS IN

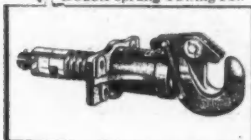
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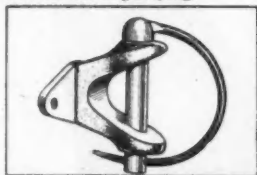
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Double sprung Towing Jaw



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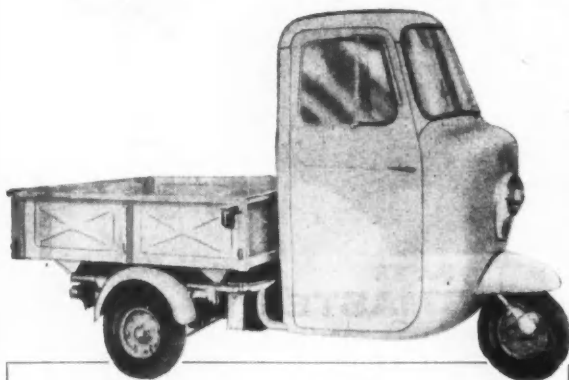
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Smee's LCT 2



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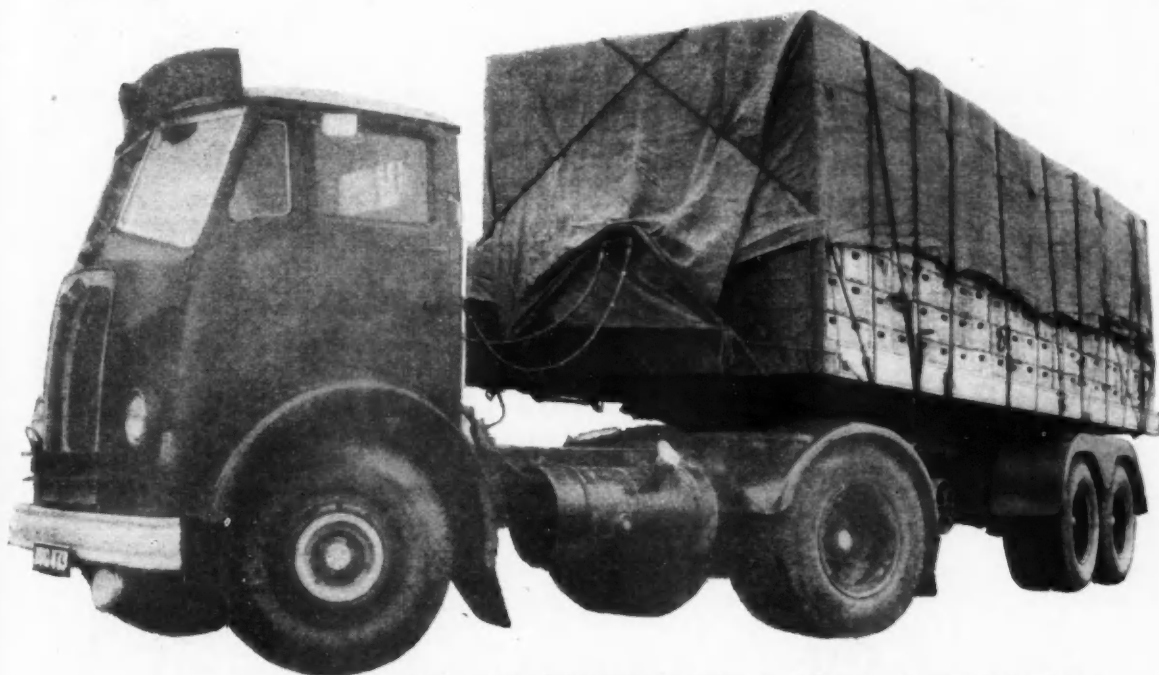
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WT. ART 1



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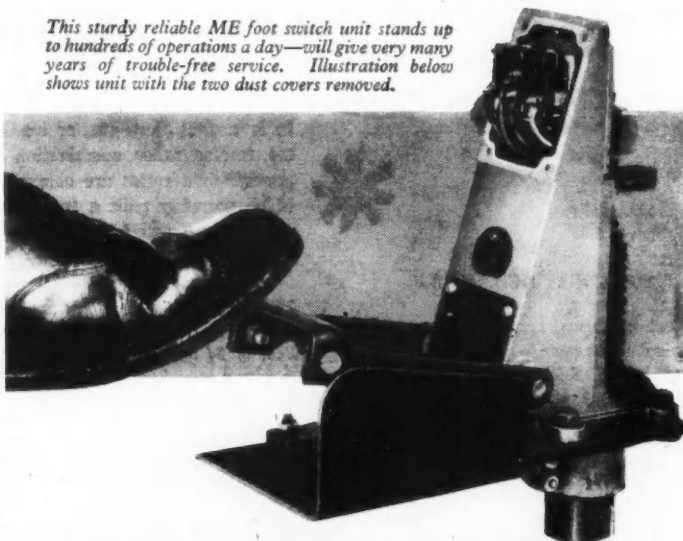
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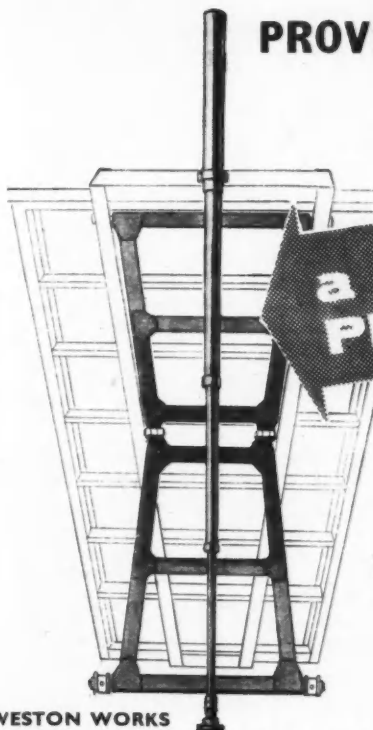
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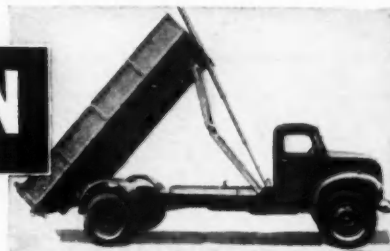
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## INDEX TO ADVERTISERS

Name	Page
<b>A</b>	
A.E.C., Ltd.	43
Albion Motors, Ltd.	3
A.P.V. Co., Ltd., The	30
Atcost, Ltd.	2
Austin Crompton, Parkinson, Ltd.	36
Austin Motor Co., Ltd., The	39
Automotive Products Co., Ltd.	6 & 7

<b>B</b>	
Bawn, W. B., & Co., Ltd.	51
B.E.N., Patents, Ltd.	23
Boden Trailers, Ltd.	80
Bonallack & Sons, Ltd.	19
Boyes, W. J., & Son, Ltd.	50
Boys, Henry, & Son, Ltd.	79
British Trailer Co., Ltd., The	25
Burgess Products Co., Ltd.	34
Burtonwood Engineering Co.	16

<b>C</b>	
Car Mart Ltd., The	52
Car-Shu, Ltd.	80
Chapman, A. W., Ltd.	24
Commer Cars, Ltd.	41
Courtaulds, Ltd.	14 & 15
Cranes (Dereham), Ltd.	35
Crompton Parkinson, Ltd.	12

<b>D</b>	
Dagenham Motors, Ltd.	24 & 79
Dodge Brothers (Britain), Ltd.	45
Dunlop Rubber Co., Ltd.	40

<b>E</b>	
E.R.F., Ltd.	5
Evans, F. J., Ltd.	28

<b>F</b>	
Farnborough Engineering Co., Ltd.	47
Ferodo, Ltd.	Inside Back Cover
Ferraris of Cricklewood, Ltd.	82
Firestone Tyre & Rubber Co., Ltd.	Back Cover

<b>G</b>	
Girling, Ltd.	Inside Front Cover

<b>H</b>	
Hale & Hale (Tipton), Ltd.	80
Hardy Spicer, Ltd.	18
Hartridge, Leslie, Ltd.	10 & 11
Holmes (Preston) Ltd.	9

<b>J</b>	
James, W. G., Ltd.	82

<b>K</b>	
Keith & Boyle (London), Ltd.	82
Key-Leather Co., Ltd.	51

<b>L</b>	
Leyland Motors, Ltd.	38

<b>M</b>	
Mann Egerton & Co., Ltd.	22
Marshall Motor Bodies, Ltd.	36
Martin Walter, Ltd.	30
Matthews, H., Ltd.	79
Michelin Tyre Co., Ltd.	48
Mitchell, L. A. (Motors), Ltd.	80
Mobil Oil Co., Ltd.	21
Multiwheelers (Commercial Vehicles), Ltd.	79

<b>N</b>	
Nease Brake Controls, Ltd.	32
Normand, Ltd.	27
Norrish, S., Ltd.	50
North British Rubber Co., Ltd.	33

<b>P</b>	
Power Petroleum Co., Ltd.	31

<b>R</b>	
Raybestos-Belaco, Ltd.	26
REDeX, Ltd.	4
Regent Axle Co., Ltd., The	81
Rubber Improvement, Ltd.	81

<b>S</b>	
Scottish Motor Trade Association	50
Seddon Motors, Ltd.	17
Shell-Mex & B.P., Ltd.	46
Smiths Motor Accessories, Ltd.	42
Sparshatt, J. H., & Sons, Ltd.	80
Spensorough Engineering Co., Ltd.	20
Strachans (Successors), Ltd.	32
Stream-Line Filters, Ltd.	26

<b>T</b>	
Taskers of Andover (1932), Ltd.	29
Tecalemit, Ltd.	8
T.G.B. (Motors), Ltd.	80
Transport Equipment (Thornycroft), Ltd.	1
Trojan, Ltd.	34 & 49
Tyresoles, Ltd.	44

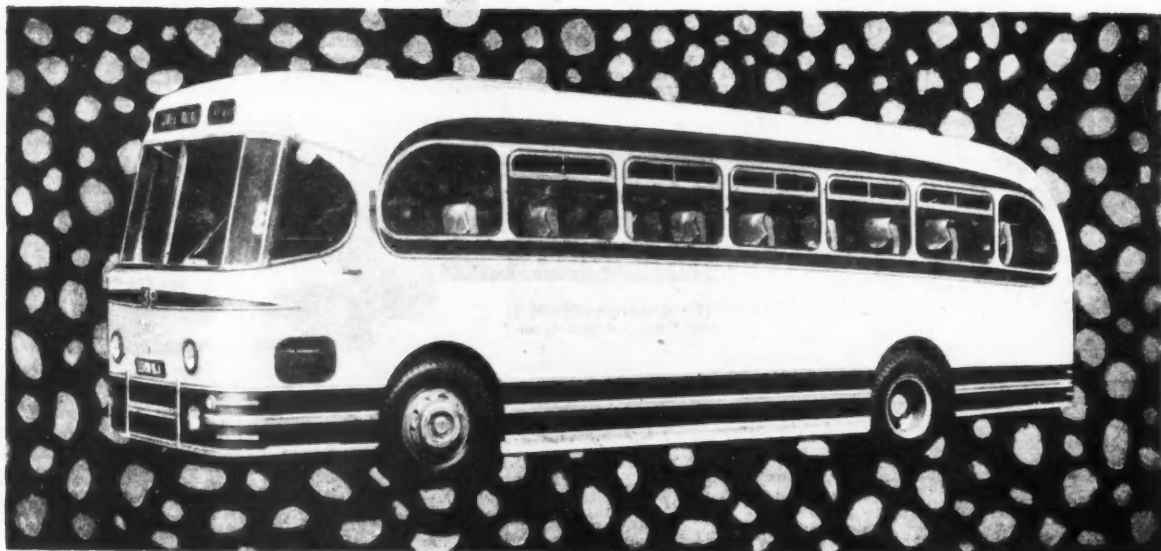
<b>V</b>	
Vauxhall Motors, Ltd.	Front Cover

<b>W</b>	
Westinghouse Brake & Signal, Co. Ltd.	82
Weston Works (Birmingham), Ltd.	37
Whittaker, Benjamin, Ltd.	28

<b>Y</b>	
York Trailer Co., Ltd., The	13



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## Service Pays

**W**AYS of gaining new traffic have been prominent in the minds of hauliers attending the annual conference of the Road Haulage Association at Bournemouth this week. Continued industrial expansion will automatically provide some additional business, but it will have to be shared with C-licence fleets and the railways. The haulier's main task is to persuade trade and industry to hand over to him some of the goods already carried in their own vehicles, as well as any new traffic that may be created in the future.

Significantly, the survey of C-licence vehicles conducted by the Traders Road Transport Association shows that the main reason why C-licencees use their own fleets in preference to the services of hauliers or the railways is speed of delivery and certainty of timing. This is an advantage inherent in road, as compared with rail, transport, and the haulier who wishes to attract new business has often merely to give that little extra attention to detail that assures the customer of reliability. The T.R.T.A. survey gives unmistakable proof that trade and industry are willing to pay for good service, although cost is naturally an important secondary consideration.

Under the complex conditions of modern industry the quality of service required for much of the traffic habitually carried by C-licence vehicles is, however, so high that the general haulier cannot supply it at a cost that is economic to himself and satisfactory to the user. Customers who demand transport "off the peg" must expect to guarantee remunerative use of vehicles. Their growing willingness to enter into long-term contracts is proved by the great increase in the number of contract-A licences.

This is one of the most promising spheres of professional road transport operation. It is, however, work for the substantial, experienced operator who has a thorough knowledge of costs and adequate maintenance facilities. Ill-advised entry into long-term contracts is one of the quickest roads to ruin for the tyro. Evidence of regret is frequently heard in the traffic courts when holders of contract-A licences complain that they cannot earn a living out of the commitments that they have undertaken and seek public A licences, usually to enable them to carry return loads.

Any attempt to use the contract-A licence as a back door to public haulage under open A licence must be resisted. The man who makes a bad speculation must pay for it, and not be allowed to remedy his deficiency at the expense of others. Transport has become a highly skilled activity of vital importance to the nation, and only expert practitioners have a justifiable place in the industry.

## A Tender Spot

**A** CURIOUS state of affairs in the Ministry of Supply was revealed when, as reported last week, Aldershot and District Traction Co., Ltd., applied to the South Eastern Traffic Commissioners for licences to run assisted-travel express services to the National Gas Turbine Establishment at Pyestock. The Ministry had apparently introduced a new system of tendering for services under which contracts would be awarded annually on a regional basis. The object was stated to be to obtain the best possible terms, presumably in the interests of the taxpayer.

One would have thought that the most competitive quotations would be secured by throwing out tenders as widely as possible. But the Ministry discriminated in their invitations. A company who had been

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operating seven routes was asked to quote for the provision of services on only five of them, whereas Aldershot and District Traction were requested to tender for all the routes.

The obvious injustice of this procedure was recognized by the Commissioners, who refused to grant the licences solely on the ground that the new tender system was unfair. In doing so they may have been acting outside their powers under the Road Traffic Act, and were certainly placing themselves in a delicate position. They are, however, to be applauded for refusing, whatever the consequences, to countenance a practice that is patently unjust to bus operators and against the public interest.

The tender system is intended not only to secure the lowest cost, but to avoid any suspicion of nepotism. Both these aims are defeated if only certain concerns are invited to quote. When an operator who has given good service for seven years is deliberately excluded from his established domain, the whole procedure is reduced to absurdity. The Ministry must think again.

### A Clean Sweep

**T**HERE is reason to believe that the Ministry of Transport might authorize a length greater than 30 ft. for public service vehicles if they could be produced with a swept turning circle no larger than that now specified. Under those conditions 40-ft. coaches for motorway services might not be out of the question. The operators' first line of approach is to the manufacturer whose problem it is to solve. The solution may be complicated and costly but operators may regard the prize as worth the effort.

### Bird's Eye View

#### Car-ridden

**"W**E should not be pessimistic about our ability to do the things necessary to live in comfort with the motorcar, even in our tight little island," said Mr. J. M. A. Smith, president of the Society of Motor Manufacturers and Traders, at the Society's annual dinner on the eve of the Motor Show.

The Duke of Edinburgh replied: "If any of [the guests] walked [to the dinner] . . . I recommend a visit to the Show tomorrow, where countless energetic salesmen will do their best to convince them of the convenience of travel in a motorcar. So I strongly advise you—those who have walked—to be convinced and to enjoy the convenience of a car while you can. It won't be long before it's quicker on foot."

Meanwhile, car-locked London buses were piling up in frustrating, smelly jams all over town.

#### Milk—and a Dash

**D**URING his recent Russian trip John Moon had to jump to avoid being run down by a lorry the external condition of which suggested that it was hauling rubble. In fact it was carrying milk. That, he thinks, is why the Russians drink their tea with a dash of lemon.

#### Just Like Home

**M**OOON was gratified to find copies of *The Commercial Motor* at the Moscow bus depot and in the ZIL factory. Moreover, flicking over the pages of a Russian commercial vehicle journal in the Palace of Culture attached to the bus depot, his eye alighted on an extract from *The Commercial Motor* of April 10. It described and illustrated the Bradshaw combined bolster and jib crane produced by the Lichfield Engineering Co., Ltd., for fitting to vehicles.

The back cover of the journal, incidentally, contained an

B8

### Men Who Make Transport—5

## Sir Brian

**"T**HERE'S something about a soldier," Miss Ciceley Courtneidge used to sing. There is, indeed—and about sailors and airmen, too, if one may judge from the number of senior officers from each Service now occupying top positions in industry. Sir Brian Robertson is one. He named others when I talked to him in his spacious Marylebone Road office. "There's Tedder," he observed. "Only the other day I was lunching with Morgan. Weeks has been pretty successful, too. So has Spears." The list lengthened.

A distinguished Service record certainly seems to lead to easy entry to comfortable, if not always highly paid, boardrooms. Can the rough and tumble of an orthodox industrial career, from the apprentice's bench to a rich mahogany desk, be avoided if one begins at a public school and by way of Sandhurst and good social connections succeeds in landing a pleasant staff job, retiring with the rank of Lieutenant-General or above? Or, rather, ought it to be possible to sidestep all that?

I put the question to Sir Brian. He accepted the statement, but emphatically repudiated the innuendo. "Once upon a time, it's true, officers enjoyed a leisured, sporting sort of life without having to tax their brains very much," he said. "But that went out with the First World War. A successful officer nowadays needs all the administrative ability he can develop and all the innate acumen he may be fortunate enough to possess. Modern industry all the time uses the kind of skill officers cultivate."

He is himself no newcomer to industry, of course. Some 26 years ago he retired from the Army to join the Dunlop



"Aw, cheese again."

advertisement by Farnell Instruments, Ltd., Wetherby, Yorks. including an illustration of equipment supplied to Leyland Motors, Ltd.

#### Tug o' War

**D**UTCH coach operators, I learn, think the British are decidedly odd. On the one hand, the British Travel and Holidays Association have been conducting a campaign in Holland to encourage Dutch operators to bring tourists to the

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# Robertson



Sir Brian Robertson—famous soldier son of a unique soldier.

## By the Hawk

United Kingdom, and, on the other, the Ministry of Transport refuse to allow the coaches to remain in Britain between tours. The operators object to paying ferry charges to and fro, and the result is likely to be fewer Dutch tourists.

But British coach operators are hardly likely to complain—they never handled the traffic, anyway.

### His Own Grave Digger

WHEN Mr. Ernest Marples, the new Minister of Transport, was at the Post Office, he confessed last week, he was told that he was in a political graveyard because there was too little to do. He was now told he had transferred to another political graveyard because there was too much to do. He must have some cheerful friends.

### Tyre Heat

LIFE is warming up in the tyre industry. Some vehicle makers, I hear, are turning the heat on their tyre suppliers and demanding equipment to new standards in double-quick time. As the dissipation of heat is one of the biggest problems in tyre construction, a conflagration may be expected at any moment.

### Learning to Live

AS well as receiving advanced engineering education, eight young English engineers are broadening their general knowledge of people and customs in the United States. They divide their time equally between classroom and laboratory instruction at General Motors Institute, a 40-year-old college at Flint, and practical training in Middle West factories of General Motors. They are among 53 young men from nine countries who are receiving advanced engineering education through scholarships conferred by Vauxhall and General Motors.

Rubber Co., Ltd., and after only a year became managing director of Dunlop South Africa, Ltd. Wartime exigencies brought him back again to the Army: outstanding qualities took him to the top—Military Governor and Commander-in-Chief of the British Forces in Germany, United Kingdom High Commissioner, Allied High Commission, Commander-in-Chief Middle East Land Forces. He was appointed Adjutant General, that most exacting of all Army administrative posts; but before he could take over his room at the War Office he was whisked out of service life for ever to become chairman of the British Transport Commission.

Sir Brian's father, Field-Marshal Sir William Robertson, is, of course, a legendary figure. He was the son of a Lincolnshire village postmaster. Joining the Army as a private "in days," as Sir Brian put it, "when the married quarters were screened off by an army blanket from the rest of the room," without any educational or social advantages whatsoever, he rose to be Field-Marshal and Chief of the Imperial General Staff—an achievement unparalleled before or since.

The son bears a striking physical resemblance to the Field-Marshal. He is tallish and gazes firmly at his interviewer—it is a somewhat intimidating gaze—from beneath beetling brows. He speaks quietly, evenly—an aloof, lonely personality I would say; but patient and courteous.

Is such a career as Sir William's possible in the context of British transport? His son believes it is, though the country has had to wait for nationalization to make it so. Sir Brian put it like this: "Road transport organizations were for the most part comparatively small entities. Few had senior, well-paid jobs to offer, so that when a man became traffic manager he'd just about got as high as he could, whatever his ability. Today there are larger entities—and larger opportunities."

### A Fundamental Difference

I asked him a few questions about the future. London Transport—will the bus services be reduced in the end to something like New York's, operating on a few straight-line routes with diminishing frequency? He hopes not. Indeed, he believes not. The Londoner's attitude to buses is different from the New Yorker's. Over here even distinguished citizens ride on buses, queueing up with the rest. Not so in New York, where social prestige demands a car or at least a taxi.

And what about rationalization? Rail services are being closed down in uneconomic areas and buses take their place. What will happen if the buses cannot be made to pay in such districts? Will the local population be left without public transport altogether? His answer illuminated his character more than anything he had said to me up to that moment. "You must remember we have a duty to the public which goes beyond the matter of profit and loss. To a significant extent we enjoy a lot of protection, so we also have significant responsibility. We can—we must—take the rough with the smooth."

I asked him whether there was any special thing he would like to say. He paused at that as if reluctant to answer. So I prompted him: did he wish he was out of British transport for good and all, to pass his days in the peaceful Cotswold countryside? Now, at last he raised his voice: "Don't even suggest such a thing," he exclaimed. "My duty is here. My colleagues and I are here to do our job. Money does not mean much to us now—it is just another problem for our accountants. So what else is our reward except to know we are doing our best? That is what we want to do, and why some of the more personal criticisms levelled at us are so wounding."

As I walked down Marylebone Road I reflected that organizations other than the Commission could do with men possessing the soldierly qualities of Sir Brian.—H.C.



# GUY MOTORS DENY CONNECTION

## Mr. Hanlon Told That Makers Never Saw Lightweight Eight-wheelers

THERE had been no correspondence between Guy Motors, Ltd., and K. and B. Motors (Newcastle), Ltd., on the subject of lightweight eight-wheelers, and neither had Guy seen any K. and B. experimental vehicles. This was told to Mr. J. A. T. Hanlon, Northern Licensing Authority, at Newcastle upon Tyne last week by Mr. A. L. Davis, Guy technical service engineer.

The Authority was resuming the hearing at which McPhees (Newcastle), Ltd., were called upon to show cause why special A licences should not be revoked or suspended because of weight discrepancies.

Mr. Hanlon referred to a letter by Mr. S. L. Hollis, a director and secretary of Guy, published in last week's issue of *The Commercial Motor*, refuting certain statements in the report of the previous hearing (see issue dated October 9). The Authority said that references in the report to statements by Mr. J. L. R. Croft, for McPhees, concerning the activities of Mr. H. G. Block, works manager of K. and B., and of the use by McPhees of the Guy Light Warrior were accurate.

Mr. Davis stated that the three vehicles concerned were all Guy Invincible eight-wheelers delivered to K. and B. in chassis-cab form. They had 900 x 20 14-ply tyres of Avon or Firestone make, and the makers calculated the unladen weights as one vehicle of 6 tons 7½ cwt. and two 6 tons 8 cwt. 1 lb. He was unable to say what modifications had been made to reduce these weights to 5½ tons, which included a platform body.

Guy had never tried to get an Invincible down to such a weight, neither had there been any consultation with Mr. Block to see whether it could be done, said Mr. Davis. The Light Warrior was produced at a calculated unladen weight, for a chassis-cab, of approximately 5½ tons, depending on the type of equipment, and was designed for a gross weight of 24 tons. It bore no relation to the Invincible.

### Error Admitted

Cross-examined by Mr. Croft, for McPhees, he agreed that the original specification of unladen weight for the Invincible chassis-cab, sent to the Authority as over 7 tons, was a typographical error. There was also a slight difference between the amended schedule supplied and the weights given in evidence.

Mr. Davis added that there could be a slight variation in makers' calculated weight, and Mr. Croft had been right in saying at the previous inquiry that he did not accept the specifications given to the Authority.

The question of calling Mr. Block as a witness led to a clash between the Authority and Mr. Croft, who protested over the form the inquiry was taking. The Transport Tribunal, in the Rush appeal, he said, had laid down certain matters which must be complied with.

On one of these—the grounds on which revocation or suspension were being considered—McPhees had never

been informed. He was now asked to call Mr. Block as a witness. It was being suggested that McPhees were guilty unless they could prove their innocence.

Mr. Hanlon said that Mr. Croft had introduced the name of Mr. Block at the previous inquiry, when he "most improperly" gave evidence concerning what he thought Mr. Block would say about experiments with lightweight vehicles. Until that stage the Authority had never heard of Mr. Block. If McPhees wanted him to give evidence, Mr. Croft must call him.

Mr. Croft said that it was the Authority who had requested Mr. Block's attendance, but he would call him under protest.

### Smaller Wheels

Mr. Block said there were various ways of reducing an Invincible to an unladen weight, with platform, of about 5½ tons, starting with the replacement of tyres and wheels. The Michelin X tyre, at 84 lb., was ideal for the job, saving just over 5 cwt. Smaller wheels, of the 500 x 20 10-stud type, at 79 lb., saved a further 5 cwt.

Guy batteries were carried in a heavy container and consisted of four 6-v. heavy-duty units totalling 268 lb. in addition to the container. Their removal and replacement by two 12-v. batteries inside the cab at 92 lb. represented another saving.

More weight would be eliminated by the removal of the heavy passenger seat, spare-wheel carrier, bumper bars, two or three leaves from each of the springs and the fitting of a smaller fuel tank. A hardwood called Obeotia, which was lighter than aluminium, would produce a body 24 ft. by 7 ft. 6 in., with a 2-ft. 6-in. headboard, weighing 4 cwt.

The alterations were done to the instructions of Mr. E. Waters, managing director of K. and B., and the parts removed went into K. and B. stores. McPhees vehicles were not restored after weighing, and before delivery. He had never communicated with Guy, except at the Commercial Motor Show, neither had he demonstrated to them.

Questioned by Mr. Croft, Mr. Block said that he was extremely annoyed when he saw the report in *The Commercial Motor*. He did not remember being told by Mr. Croft that the information about Guy had been supplied by another member of K. and B.

Mr. E. A. Stevenson, maintenance engineer at the Workshops for the Adult Blind, said he had been weighing goods vehicles since 1935 and had issued the weight tickets to K. and B. for the three vehicles mentioned. He could not see the weighbridge when actually weighing vehicles, and, until this case arose, had not been told to examine vehicles or take note of their condition. He agreed that vehicle registration numbers had not always been verified.

A senior vehicle examiner, Mr. A. Cane, said that he examined the three vehicles on October 19, and their kerbside unladen weights, including fuel oil, were: 7 tons 11½ cwt.; 7 tons 4½ cwt.; and 7 tons 13 cwt. 2 qr. 14 lb. They were Invincible eight-wheelers with standard fittings and double timber floors. He assessed the complete bodies at 25-27 cwt.

The Authority was told by Mr. Waters that his dealings with McPhees were all by word of mouth. They had discussed the possibility of putting eight-wheelers weighing about 5½ tons on special A licences, and he had given instructions for the vehicles to be altered. McPhees were told that in their altered state the vehicles would not carry more than 12 tons. They were delivered at the weight registered and not since altered by K. and B.

Replying to questions by the Authority, Mr. Waters said that it was common practice for customers to request them to tax vehicles. Mr. McLaughlan, a salesman employed by his company, had authority to do so, but not in his own name.

It was true, said Mr. Waters, that he had told the Tribunal that axles had been removed from vehicles for weighing and replaced almost immediately. This had been done about 100 times during five or six years, and requests for this were still being made. There had been no question of removing axles for McPhees as they wanted eight-wheelers.

Mr. Hanlon adjourned the hearing in order to request the attendance of Mr. McLaughlan.

### MOTORWAY COACHES ON MONDAY

FOUR hours after the Minister of Transport declares the M1 motorway open on Monday, at 9.30 a.m., the first scheduled London-Birmingham express motorway coach will leave Victoria Coach Station. At 2 p.m. a coach leaves Birmingham on the 3-hr. 25-min. run to complete the daily service of the Birmingham and Midland Motor Omnibus Co., Ltd. Three services daily in each direction are scheduled.

A non-stop service between Bedford and London, with a schedule of 1 hr. 26 min., will be started on Monday by Birch Bros., Ltd. It will work in conjunction with the existing London - Hitchin - Bedford - Rushden service.

Starting on November 8, London Transport will run Sunday afternoon sightseeing trips to the motorway. They will operate from 24 towns and villages.

## R.H.A. Policy Back in Melting Pot: "Think Afresh," Says Chairman

FROM A. E. SHERLOCK-MESHER

**T**HE result of the General Election has thrown the policy of the Road Haulage Association back in the melting pot. "We must now think afresh," Mr. R. N. Ingram, national chairman, said last night, on the eve of the Association's annual conference. One of the questions to be decided may well be the attitude of the R.H.A. towards the complete denationalization of haulage.

Government aid for the railways, normal user and the development of the roads are immediate points in the Association's policy. A large-scale survey of the road haulage industry's ramifications is also being undertaken.

### Conference Growing Too Large

**B**ECAUSE the Road Haulage Association's conference is growing so popular—the attendance this year was a record—it appears that probably only Bournemouth and Blackpool can provide the facilities for the dinner and dance with which each conference ends. Several suggestions for arrangements for conferences from 1961 onwards were before the National Council yesterday.

Delegates were asked to say whether they wished conferences to be held either in towns where there was accommodation for all who wanted to attend the dinner or whether the events should pass from area to area. If there were not accommodation for all the delegates and their guests at the dinner, should tickets be restricted, or should a running buffet be provided instead?

### FARE INCREASES NOT THE ANSWER

**O**PERATORS generally felt that fare increases were not the answer to their financial problems. This opinion is expressed in the Summary of Annual Reports of the Traffic Commissioners, 1958-59 (Stationery Office, 3s. 6d.).

In one area cheaper fares had been introduced on some excursions and tours at the beginning and end of the season for all passengers or for selected categories. To attract traffic one undertaking had applied for fare revisions to give cheaper travel on short-stage journeys.

The Summary will be dealt with at greater length next week.

### CO-OPERATIVE GROUPS

**M**EMBERS of the Eastern Area of the Road Haulage Association are understood to be considering the formation of co-operative groups in three centres. Possible places are Norwich, Bedford and Chelmsford. One of the resolutions at the Association's conference at Bournemouth this week urged the establishment of interworking amongst hauliers (see page 423).

### B.E.T. DIRECTOR

**L**ORD GIFFORD has been appointed an additional director of B.E.T. Omnibus Services, Ltd. He is also a director of a number of other companies.

BOURNEMOUTH, Tuesday.

Mr. N. T. O'Reilly, one of the national vice-chairmen, said that the question of unlimited speed on the motorways and the trade unions' reaction to it would have to be tackled. If at the end of the present year the railways were found to be further in debt, the R.H.A. would protest strongly at the use of public funds to finance a losing cause. If the railways were to be relieved of debt burdens, the Association would demand a reduction in fuel tax.

Opening the conference this morning, Mr. Ingram said that, as a result of the Election, "it is possible—and some political observers think certain—that the Labour Party will feel compelled to abandon its hopes of introducing further Acts of nationalization."

### Approval and Support

Referring to the Association's publicity campaign, he commented: "The nature of the steps we took may not have commanded all members' approval, and their cost did not obtain everybody's support. But there was a large measure of approval and support—sufficient, at any rate, to enable the Association to engage in public relations activities that exerted influence in appropriate quarters and to mount an advertising campaign that aroused the bitter resentment of the Labour party."

The long-distance hauliers' committee, whose interests were most directly threatened, were critical of the campaign. [They thought it was too mild, I understand, and they quarrelled with its timing.]

Nevertheless, Mr. Ingram said, advertising would continue as planned until the end of next month. Whether it would be sustained afterwards depended on the feeling of the conference and discussions by the executive committee on Thursday.

The Association had constantly complained to the Government, without success, about uneconomic railway rates.

There was little hope that, in their reserved decisions on the Roberts and Pike appeals, the Transport Tribunal would give the guidance sought by the R.H.A. on normal user. [Mr. Ingram spoke last night of the difficulty of finding suitable test cases.]

As reported on page 422, delegates decided today by a large majority that advertising in trade journals should be continued next year. Only one of seven speakers to the resolution opposed it.

## Fewer 3-6-Tonners: More Heavies

**B**ETWEEN 1957-58, the percentage of total commercial-vehicle output represented by 3-6-ton vehicles fell from 17.8 to 12, whereas vehicles exceeding 6 tons capacity increased in production from 24,018 in 1957 to 30,257 last year. Output of trailers and semi-trailers fell from 14,714 in 1957 to 13,378 in 1958.

These facts are contained in the 1959 edition of "The Motor Industry of Great Britain," issued this week by the Society of Motor Manufacturers and Traders, Forbes House, Halkin Street, London, S.W.1.

Output of 312,856 commercial vehicles last year was 26,700 below the 1955 record, but 24,600 above the 1957 figure. Although medium-weight goods vehicles made up a smaller proportion of output than in 1957 (and there was a similar decline from 1956-57), vehicles exceeding 6 tons capacity formed only 9.7 per cent. of last year's aggregate production. Percentages of other classes were: under 15 cwt., 53.1; 15 cwt.-3 tons, 20.4; 3-6 tons, 12; motorbuses and trolleybuses, 4.8.

Australia was Britain's best overseas market last year, purchasing 14,941 vehicles, followed by South Africa to where 11,076 were sent. Other notable customers were New Zealand, 5,695; Denmark, 5,136; Nigeria, 5,043, and Eire, 4,772, whilst the U.S.A. bought 3,436.

S.M.M.T. members may have a free copy of the book on request, and extra copies at £2 2s. each, postage included. The price for non-members is £2 10s. postage included. A compendium of construction and use regulations in overseas countries covers 140 territories.

### STRIKE CONTINUES: OFFERS REJECTED

**T**HE strike of 2,300 busmen at Sheffield, the result of a dispute over standing passengers on the new Atlantean buses, continued after a meeting of busmen on Tuesday. The employees rejected terms for a settlement offered by the transport committee.

The terms were that work be resumed at once, that eight standing passengers be carried on vehicles with 55, 56, 58, 59 and 69 seats, and that provided the employers' side of the national joint industrial council agreed, to allow the number of standing passengers carried on the Bridgemaster and Atlantean buses to be reduced from eight to five.

At a mass meeting two days earlier, the employees had agreed to resume work and carry eight standing passengers except on large buses. They had said they would be prepared to meet the transport committee to discuss whether agreement could be reached for the larger vehicles pending a new national agreement.

The transport committee, however, rejected these proposals and insisted that eight standing passengers should be carried on all types of bus in accordance with existing national agreement.

The first week's stoppage involved the corporation in a net loss of £38,000.

## Men in the News

MR. J. G. FRANCIS has been appointed Yorkshire and Lincolnshire technical representative for Sheepbridge Equipment, Ltd.

MR. C. L. WHITNELL has joined the board of Pangbourne Coaches, Ltd. He has been a pilot with Airwork, Ltd., for the past 21 years.

MR. HARRY BLEACH has retired after 17 years as Clerk to the Northern Licensing Authority and chief assistant to the Regional Transport Commissioner.

MR. JACK BINNS, who was truck sales manager for the Rootes Group in London and Birmingham for 21 years, has joined the board of the Swain Group commercial-vehicle division.



Dr. A. E. Austen.

CHIEF SUPT. JOHN GOTT, of the Hertfordshire Constabulary, has been appointed Chief Constable of Northamptonshire. He has been a member of the British Motor Corporation competition team for a number of years.

MR. ALBERT MAUGHAM has retired as deputy general manager of the David Brown machine-tool and tool divisions after more than 28 years with the organization. Mr. W. F. HOWE has been appointed manager of the tool division.

MR. W. A. GALBRAITH has been appointed general sales manager of the British materials-handling division of the Yale and Towne Manufacturing Co., Ltd. Mr. HARRY DAVIS becomes United Kingdom sales manager and Mr. MICHAEL JOHN STUART export sales manager. The appointments will be effective from November 1.

DR. A. E. W. AUSTEN has been appointed chief engineer of C.A.V., Ltd. Before joining the company in 1946 as chief research engineer he was with the British Electrical and Allied Industries Research Association. Mr. W. E. W. NICOLLS, who has been chief development engineer since 1948 has been appointed chief engineer for overseas operations.

B12

MR. R. W. B. HAWKSLEY, managing director of Mann Egerton and Co., Ltd., has been appointed deputy chairman.

LORD BAILLIEU, president of the Dunlop Rubber Co., Ltd., has been elected the first president of The British Institute of Management.

MR. R. MORTON MITCHELL, chief executive officer of the Road Haulage Association, has undergone a serious operation. He was stated this week to be as well as could be expected.

MR. DONALD J. SIMONS has been appointed finance and accounts manager of the north-western division of Shell-Mex and B.P., Ltd., following the retirement of Mr. JOHN CAMPBELL VASS.



Mr. W. E. W. Nicolls.

MR. J. T. TURNER has been re-elected chairman of the vehicles committee of the National Road Transport Federation. Mr. K. C. TURNER has been elected chairman of the highways committee.

MR. J. G. ARNOLD has been appointed assistant heavy haulage manager of B.R.S. (Pickfords), Ltd. Mr. A. J. BOYS will become Home Counties manager in the B.R.S. south-eastern division on November 2.

MR. HILEY BROOKE, traffic manager of Batley Co-operative Society since 1919, has retired. Mr. ALEXANDER EVANS, transport manager of Stirling Co-operative Society, has retired after nearly 40 years' service.

MR. G. R. W. LEE has become road-tanker sales manager of the Kenning group. Mr. C. B. WELLS has been appointed general sales manager and Mr. G. MAY is now assistant manager of the car contracts department.

MR. F. E. RUSSETT has been appointed managing director of Alma Garages (Bristol), Ltd. He has relinquished his managing directorship of Western Transport, Ltd., but retains his seat on the board. Mr. G. W. TYLER has become managing director of Western Transport.

## Fleet Had Differing Normal Users

**D**IFFERING normal users on A licences covering a fleet which was said to be engaged 60 per cent. on trunking between Liverpool and South Wales led Mr. F. Williamson, North Western Licensing Authority, to adjourn an application by M. McKenna, Ltd., Liverpool, last week.

They were seeking a B licence for a collection-and-delivery vehicle to be based at Liverpool, and the adjournment was granted for them to apply for a new A licence to cover the entire fleet.

Mr. McKenna said that his own 13 A-licensed vehicles, and three owned in partnership with his brother-in-law, were interchanged to provide a 10-vehicle trunk-service to South Wales. This occupied about 60 per cent. of their time.

For the British Transport Commission, Mr. A. W. Balne submitted that a normal user for the three partnership vehicles, granted earlier that day, was entirely different to the operations described. He added that normal users on two of the existing five licences did not include South Wales.

The Authority said that the question arose as to whether he should take action on an out-of-date normal user. He could not deal with the present application until the licensing situation had been cleared up. Adjourning the application, he said that evidence from trader witnesses would be required.

## STOP POLLUTION, SAYS DIESEL EXPERT

**P**OLLUTION of the air by oil-engined vehicles could not be allowed to continue, said Mr. D. W. Jacquest, diesel development officer of Armstrong Siddeley Motors, Ltd., in a paper read to the international clean-air conference in London last week.

He described such pollution as "an appalling menace" which was rightly the target of public resentment. No engine ever left a manufacturer in an "anti-social" condition, and better maintenance must be introduced with trained staff using the latest equipment.

Mr. P. Draper, of Shell-Mex and B.P., Ltd., said that it should be an offence to tamper with fuel settings on oil engines to try and obtain more power. This could not be done without emitting more smoke.

## SENTENCE DEFERRED

**A** RECOMMENDATION by Mr. J. Crawford, general manager, South Shields Transport Department, that trolleybuses should be gradually replaced by motorbuses has been deferred for two years by the transport committee. Mr. Crawford said that motorbuses were more flexible and easier to extend to new housing estates.

Some committee members contended that trolleybuses should be retained because they had a longer life than motorbuses, were not dependent upon imported fuel, and had lower maintenance costs.



## Normal Ratings for X Tyres on High-speed Coaches

BY A SPECIAL CORRESPONDENT

THE Ministry of Transport, leading bus manufacturers and some big operators have, during the past few days, been told by the Michelin Tyre Co., Ltd., that X tyres of single-ply steel-cord construction may safely be used at the normal ratings on public service vehicles cruising at sustained speeds up to 65 m.p.h. This important announcement coincides with the opening of the London-Birmingham motorway on Monday.

### Buses Granted to Replace Trams

APPLICATIONS by the Leeds Transport Department to run cross-city bus services to replace the last trams, which will be withdrawn in November, were granted by the Yorkshire Traffic Commissioners at Leeds last week. Tram services will be replaced by buses between Cross Gates and Horsforth, Halton and Stanningley, and the central bus station and Temple Newsam.

There were objections, to the Cross Gates-Horsforth service, by Samuel Ledgard, Ltd., and the British Transport Commission. Mr. Arnold Stone, deputy chief traffic officer of the department, said that the route would give the type of direct east-west cross-city service the department were trying to develop. He did not consider that there would be abstraction as the rail journey was 13 min. quicker and cost 1d. less.

### NORTH WALES PARCEL BASE OPPOSED

AN application by British Road Services for an A licence for five vehicles, totalling 14½ tons, to be based at Llandudno with a normal user of "parcels and smalls, North Wales, Lancashire, Cheshire and Midlands" is to be opposed by independent operators, including Messrs. Williams Bros., Queensferry.

It is proposed by B.R.S., who have no authorized base in the North Wales coastal district, to delete a similar number of vehicles from Liverpool licences.

### W. RIDING TALKS ON BAN

MEETINGS of union officials and the management of the West Riding Automobile Co., Ltd., have been held this week. Discussions have taken place concerning new duty rotas and ideas for ending the dispute affecting 500 drivers and conductors at the company's Belle Isle depot at Wakefield. The dispute has been going on for more than eight weeks, during which time additional overtime has been banned by the crews.

### KELVIN HALL TOURS GRANT

AN extension of tours and excursions from the Clyde coast to Kelvin Hall, Glasgow, was granted to Clyde Coast Services, Ltd., Ardrossan, by Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week. The company wished to run two coaches each from five towns, including Ardrossan and Largs, but were allowed only one each, with a starting time not before 6 p.m.

Any bus or coach chassis designed on the basis of the 30 m.p.h. rating is, when fitted with Michelin X tyres, suitable for fast motorway operation without any increase in tyre size. Moreover, Michelin have promised that if sustained speeds above 65 m.p.h. are demanded in the future, they will still be able to quote safe, but slightly lower, loads for X tyres.

These decisions follow prolonged high-speed tests conducted in Morocco, last summer, with two vehicles equipped with standard production 9.00-20 X tyres. Ambient temperature averaged 107° F. and cab temperatures rose to 120° F.

A two-axled lorry weighing 11 tons gross was driven for 10,000 miles at an average speed of 49 m.p.h. A six-wheeled articulated outfit of 18 tons gross averaged 42 m.p.h. for 9,400 miles. Although 70 m.p.h. was attained on occasions, there were no tyre failures.

The ratings now approved for giant X tyres on public service vehicles cruising at 65 m.p.h. at home and abroad are:—

Tyre size	Max. load per tyre	Pressure for max. load
8.25 - 20 X .. ..	cwt. 37	lb. sq. in. 95
9.00 - 20 X .. ..	45	100
10.00 - 20 X .. ..	48½	95
D.20 type X (10.00 - 20) ..	52	105
E.20 type X (11.00 - 20) ..	61	115

These inflation pressures are based on individual axle loads.

The basic reason why X tyres can safely be used at such high speeds and weights is their cool running. The amount of heat generated in a tyre increases with the square of the speed, and, at high speeds, with the cube. At 60 m.p.h. the heat generated may be four times greater than at 30 m.p.h.

Temperatures as high as 250° F. are reached in conventional multi-ply textile tyres and progressive diminution in the strength of rubber compounds begins above 160° F. Tests have shown that even after several hours' continuous running at 65 m.p.h., temperatures for X tyres do not exceed a safe level.

At least three of the largest tyre manufacturers have been licensed to use Michelin patents for the construction of single-ply steel-cord tyres.

### MOTORWAY DELAY

THE building of a motorway between Bristol and Birmingham, which was to have started this month, has been delayed until next March because of legal difficulties. The highway will cost £8m.

### FORTHCOMING EVENTS

October 21-31.—Motor Show, Earls Court, London.  
 October 27-30.—Dairy Show, Olympia, London.  
 October 31-November 11.—Turin Show.  
 November 2.—Traders Road Transport Association dinner-dance, Grosvenor House, London, W.1.  
 November 3.—Institute of Transport anniversary luncheon, Connaught Rooms, London, W.C.2.  
 November 9.—Institute of Road Transport Engineers' annual dinner, Piccadilly Hotel, London, W.1.  
 November 12.—Public Transport Association annual dinner, Connaught Rooms, London, W.C.2.  
 November 13-21.—Scottish Show, Kelvin Hall, Glasgow.  
 December 14.—Institute of Transport Henry Spurrer Memorial Lecture, 66 Portland Place, London, W.1.  
 1960  
 April 26-29.—Institute of Transport congress, London.  
 April 28.—Institute of Transport annual dinner, Dorchester Hotel, London, W.1.  
 May 3-13.—Mechanical Handling Exhibition, Earls Court, London.  
 May 17-19.—Public Transport Association annual conference, Scarborough.

### Chevrolet Now Using Torsion Bars

TORSION-BAR front suspension has been adopted by Chevrolet, of America, for their latest models of medium-weight lorry. Lighter vehicles have this kind of springing on both axles, whilst heavy models will shortly be equipped with coil springs at the rear instead of leaf.

A three-cylindrical oil engine is being developed by the Detroit Diesel concern for installation in taxis to compete with engines of British make now being fitted to some Plymouth vehicles.

To justify their claims for exceptional operating life, the Ford company stripped down a V8 Super-Duty petrol engine which had completed over 25,000 miles. It was found that 70 per cent. of the components were capable of completing another 50,000 miles. None of the valves needed to be replaced.

The results were held to indicate that the oil engine no longer has such a great advantage in respect of durability.

### BEST IN THE WORLD

THE Scottish public was the best in the world and Scots bus drivers never waver in their duty towards them, said Mr. James Amos, chairman of the Scottish Omnibus Group, in Edinburgh last week.

Suggestions had been made that buses were unsafe, he said. The answer to this was that only one in every 70 m. passengers was killed. "In the running of any bus business the public has a lot to do with it. We in Scotland have the best public in the world," he concluded.

### SUNDAY TICKETS SUCCESSFUL

EDINBURGH'S summer Sunday travel tickets were a major success this year, total sales numbering 135,707. Mr. W. M. Little, general manager of the transport department, has told the transport committee that this figure was nearly double that of last year. Similar tickets will be issued in 1960.

Capital expenditure for the department in the next three years will be £1,284,000. This will cover bus replacements, the Marine Gardens bus depot, road reinstatement and other needs.



## Commissioners Reject Claim for Surcharges: Odd ½d.s to Go

PROPOSALS by the Southport Transport Department to add a surcharge to bus fares at weekends and on public holidays were rejected by the North Western Traffic Commissioners at Southport last week. An application to abolish intermediate ½d. fares was granted. The undertaking also wished to vary conditions on 17 of their service licences.

### For Whom The Bell Tolls

ICE-CREAM retailers with more than 30 vehicles have been advised by Mr. C. T. Heinlein, an expert on the manufacture of musical chimes, to have their own tunes composed to avoid making annual payments to the Performing Rights Society.

He was speaking at the conference of the Ice Cream Alliance at Buxton last week, and said that any chime played too frequently and loudly would cause annoyance to the public.

A new code of practice, issued by the Alliance, recommends that chimes should not be sounded more frequently than at five-minute intervals. Volume should be set, and the duration of sound be limited to 5 sec.

### NIGHT LIGHTS—POLICE REMINDER

A REMINDER has been issued by the Metropolitan Police concerning the parking of vehicles at night. Although it is four years since the introduction of regulations permitting vehicles to stand without lights in certain circumstances, the statement says that many drivers are still careless.

The Commissioner points out that one of the most important safety measures to be observed is that of parking a vehicle the correct way—with its near side close against the kerb. Vehicles must not be left without lights on a road which is used by buses.

### NATURAL RUBBER CHEAPER

NATURAL-RUBBER tyres, as opposed to those of synthetic manufacture, are the more economical in the long run. This claim was made by Dr. A. Schallamach, of the British Rubber Producers' Research Association, in London last week. Although natural rubber wore more quickly under certain conditions, it absorbed less power, and therefore required less fuel to propel, he explained.

"Running a synthetic SBR tyre might save about 15s. in respect of tyre life, but put the motorist out of pocket by some £7 for extra petrol," he added.

### B.M.C. OUTPUT TARGET

IN two years' time the total production of the British Motor Corporation is expected to amount to 1m. vehicles a year. The current production rate of half-a-million vehicles annually is expected to increase in the financial year ending July 31, 1960, by 40-45 per cent.

Since 1946, the total value of the Corporation's exports has been £1,000m.

B14

There had been six previous attempts to revise the fare tables, said Mr. P. Bayley-Brown, deputy town clerk, but none had made the department self-supporting. Operating costs had risen, and fewer people used the buses.

In 1938 they operated at 9d. per passenger-mile with return of 10d. per mile. In 1958 they had operated at 2s. 7d. for a revenue of 2s. 4d. Many services were unremunerative and would have to be cut.

Services to be curtailed would be those with the lowest remuneration. A total of 85,442 miles would be saved, which would lower operating costs by £6,454. Fares involving halfpennies would be abolished, and raised to the nearest 1d. It was proposed that a surcharge of 1d. should be added to 11 fares on Saturdays, from 1 p.m., Sundays and public holidays.

It was estimated that there would be a deficit of £11,161 this year. The surcharge would be an experiment, but the department had to seize every possible source of revenue.

More than 30 members of the public protested strongly against the application. Mr. E. Nuttall said that the surcharge would hit families and old folk the hardest. Such people should be protected.

It was pointed out by Mr. F. Williamson, chairman, that if a child were paying a 1½d. fare, this would be increased to 2d. At the week-end a surcharge would make this 3d., which would be a 100 per cent. increase. This was far too much.

The chairman said he appreciated the views of the department, but he knew they would not be acceptable to the rate-payers and passengers. They had made a case to merit the abolition of ½d. fares. The surcharge was retrograde, wrong in principle and must be refused.

With the increase in fares and curtailment of certain services, the department would be better off by some £10,000. The modifications could be brought into effect as soon as the public had been given a week's notice.

### FORMER DIRECTOR FINED

A FORMER driver, secretary and director of a haulage concern, which ceased trading a year ago, has been fined £20 with £7 7s. costs at Rochdale for failing to keep proper records in respect of the business. John Murphy, 25 Mellor Street, Rochdale, said that because of money difficulties he had acted as secretary of Murphy Bros. (Rochdale), Ltd., but "did not really understand the work."

He pleaded guilty to the charge and said that he was now working as a driver.

## Fantastic Variations Hamper Operations

GIVING a decision at Bristol on Monday Mr. S. W. Nelson, Western Licensing Authority, said that it was fantastic that variations had been imposed that would hamper and restrict the proper use of a company's vehicles.

He granted an application by Messrs. Rossiter and James, Parkend, Glos, to increase the radius to 60 miles on seven B-licensed vehicles carrying coal and building materials. He refused to uplift the conditions on one vehicle carrying quarry materials and an application for one additional tipper for smokeless fuel.

It was stated by Mr. T. D. Corpe, for the applicants, that they had only one vehicle which could operate up to 60 miles. This caused delays and inconvenience. Mr. Fred Rossiter said that the National Coal Board had recently imposed restrictions on delivery times which made things extremely difficult. The company wanted uniformity of conditions.

Objections came from the British Transport Commission and a number of local hauliers.

Mr. Nelson said that there were six different sets of conditions, which he thought was rather stupid.

### COMMER SALES UP

SINCE the abolition of purchase tax, sales of Commer and Karrier vehicles had greatly increased on the home market, said Lord Rootes, chairman, Rootes Motors, Ltd., in a statement last week. This afforded the makers a sounder foundation on which to base their export trade.

Damage because of fire at the Ryton-on-Dunsmore factory was substantial, but insurance arrangements would ensure that assets would not diminish and the earning position would be little affected.

### FINANCING EXPORTS

A REVISED edition of "Finance for Exports" has been issued by the Credit Insurance Association, Ltd., Staple Hall, Stonehouse Court, Bishopsgate, E.C.3. This book, which explains the various ways in which overseas trade may be financed and describes the various organizations working in this field, first appeared six years ago.

The new edition takes account of changes that have occurred in the interim and is aimed at "a more knowledgeable and sophisticated audience." The booklet is free.

### NEW EXIDE SERVICE AGENTS

THE following companies have been appointed Exide battery-service agents by Chloride Batteries, Ltd.:

Ennals and Castell, Ltd., Weston Street, Northampton; F. W. Mays and Co., Ltd., South Street, Dorking, Surrey; Frank H. Jenkins, Ltd., Wallingford, Berkshire; R.G. Components, Ltd., 22 Mincing Lane, Blackburn, Lancs; Loughborough Motor Units, 187 Cromwell Road, Peterborough, Northants; Stephens Tyre Service, Ltd., Chyanclare, Penzance, Cornwall; J. Gibbs, Ltd., Longbridge House, Bedford, Feltham, Middx; S. G. Smith (Motors), Ltd., Langley Garage, Elmers End, Beckenham, Kent; Harrison's Electrical and Refrigeration, Ltd., 142 High Street, Ryde, Isle of Wight.

## Loss of Passengers in Lincolnshire

THE Lincolnshire Road Car Co., Ltd., were now carrying 12m. bus passengers a year fewer than they did six years ago. The East Midland Traffic Commissioners were told this last week by Mr. H. J. Downs, traffic manager, when the company applied to run more holiday tours. Figures were still declining and 66 per cent. of the company's services were unremunerative, he added.

The company planned to run a six-day excursion to South and Mid-Wales, a seven-day trip to the south coast and Isle of Wight, a Scottish eight-day tour and another eight-day tour to Devon and Cornwall. Objectors included Barton Transport, Ltd., and the Trent Motor Traction Co., Ltd., who claimed that there were already satisfactory facilities.

The chairman, Mr. C. R. Hodgson, postponed decision.

### DAILY WORK PREVENTS EXCESS

ALTHOUGH there had not been the measure of checking that the law required, there was no danger of a driver working excessive hours as every journey could be completed in a day. Mr. F. H. Grove, defending, said this when C. W. Grainger, Ltd., Halesowen, wholesale greengrocers and fruiterers, were charged with failing to keep and preserve records at Halesowen last week.

The company were fined a total of £18 with £6 2s. costs on five summonses after pleading guilty. They were given an absolute discharge on a charge of failing to produce records. A company driver, Thomas Brettall, Hasbury, was fined £5 on five counts of failing to keep records, after pleading guilty.

### VERGE PARKING FINE

A HAULIER, Arthur Vernon Horsey, Frome Road, Wells, who was alleged to have damaged the highway by parking lorries on the grass verge outside his home, has been fined £1 by Wells magistrates.

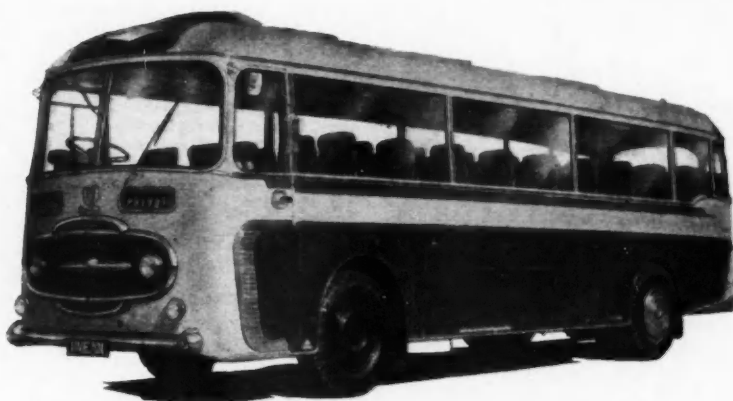
Mr. L. F. Rudyard, the divisional surveyor, said that as a result of the parking the grass verge had been worn down to road level. In wet weather the edge of the highway would break up.

It was claimed by Mr. Horsey that the verge had been used as a dumping place for grit and tar barrels by the county council, and that other people parked vehicles there.

He was also fined £2 for parking two vehicles without obligatory lights, although he said that red lamps had been placed in position.

### FINES FOR B.R.S. DRIVER

FOR driving longer than the permitted hours and failing to keep proper records, a British Road Services lorry driver, Frederick Steele, Larches Avenue, Preston, has been fined a total of £10 and ordered to pay £5 5s. costs. He was found guilty of seven charges by Chorley magistrates. His employers had suspended him when the incidents occurred, in June, but Mr. H. Ashurst, chairman, hoped that they would show leniency.



*Burwell and District Motor Services, Burwell, near Cambridge, have purchased their sixth Daimler Freeline coach. It has a 10.6-litre engine, five-speed gearbox and air brakes. The Plaxton body seats 41 people. The operators also have a fleet of Daimler double-deckers.*

## Micrograms . . .

**Service Week:** An Austin service week will be held by the Car Mart, Ltd., 16 Uxbridge Road, London, W.5, from November 9-14.

**Larger Premises:** G. Hunter (London), Ltd., have closed their factory at South Benfleet and moved to larger premises at Grays, Essex.

**Quick Work:** The five-mile stretch of the West Riding part of the Doncaster by-pass will be ready next summer, instead of 1961, as scheduled.

**Main Agent Moves:** The main Lucas battery agents in Wolverhampton, A. F. Glaze, Ltd., have moved into larger premises in Pool Street, close to the new ring road.

**Bus Indicators:** All buses and coaches should have automatic direction indicators, Newcastle upon Tyne Road Safety Committee have told the Ministry of Transport.

**Land-Rover Rally:** The fifth national point-to-point rally will be held by the Land-Rover Owners' Club at the Solihull works of the Rover Co., Ltd., on November 21-22.

**Vauxhall Exports:** More vehicles have been exported already this year by Vauxhall Motors, Ltd., than during the whole of 1958. Canada is still the company's largest export market.

**Queensferry Bridge Move:** The alignment of the Queensferry bridge and by-pass, in North Wales, has been settled. Much planning work will, however, be necessary before the acquisition of land.

**Inoculation Dropped:** After being told that no 'flu epidemic was expected this winter the West Hartlepool transport committee have recommended that their drivers and conductors should not be inoculated against the disease.

**"Gothic" Buses to Go:** The familiar "Gothic topped" buses of East Yorkshire Motor Services, Ltd., are to be replaced by orthodox vehicles now that the road at Beverley Bar is to be lowered. Work is expected to be completed by November 15.

**Loading Ban:** Proposed regulations prohibiting loading and unloading, during morning and evening peak hours, will affect 15 of Nottingham's busiest streets. Draft regulations, now being prepared, will be supported by the Nottingham Chamber of Commerce.

**American Tonnage Increase:** American Trucking Associations have announced that inter-city road tonnage during June was 21.6 per cent. higher than in the same month last year. For the first six months of this year, tonnage was up by 19 per cent. compared with the corresponding period in 1958.

**Greek Tyres:** The Pirelli company and a number of Greek concerns are to build a tyre factory in Greece.

**£34m. Stock Issue:** An issue of £34m. 5½ per cent. debenture stock has been made this week by Rootes Motors, Ltd.

**Siemens Branch:** A new branch office has been opened by Siemens Edison Swan, Ltd., at 247 Western Road, Leicester.

**Nottingham Driving Awards:** About eight out of 10 Nottingham Transport Department drivers have won safe driving awards during the year.

**Midland Institute Dinner:** The annual dinner of the Midland section of the Institute of Transport will be held at the Queen's Hotel, Birmingham, on November 13.

**A.E.C. Tankers for Portugal:** A £60,000 order for A.E.C. heavy-duty tankers has been received from S.A.C.O.R., one of the largest Portuguese petroleum companies.

**Royal Show Site:** The Royal Agricultural Society are advertising for a permanent site of 300-350 acres for the Royal Show within the "Warwick, Nottingham, Chester triangle."

**Haulier Fined:** For permitting an overloaded lorry to be driven in Amersham, Robert Wilson Dodds, Nicol Road, Chalfont St. Peter, was fined £5 at Amersham magistrates court.

**Experimental Leyland:** The Israeli Dan Bus Co-operative has put a Leyland double-deck bus into experimental operation. After a trial period, the Co-operative will decide whether the bus is suitable for general service.

**New Road-Rail Depot:** A new road-rail depot costing £750,000 is nearing completion on the Team Valley trading estate, Gateshead. It will be opened by Sir Brian Robertson, chairman of the British Transport Commission, next month.

**Hooper Service:** As from November 14 Hooper Motor Services, Ltd., by agreement with Hooper and Co. (Coachbuilders), Ltd., will provide bodywork repair and service facilities for Hooper customers at Clabon Works, Kimberley Road, London, N.W.

**Norwich Pioneers Link:** Two pioneer Norwich coach concerns will become associated on November 1, when Culling and Son (Norwich), Ltd., take over Red Car Services. Both businesses will continue on the same lines, but the latter will be known as Red Car Services (Norwich), Ltd.

## "Ninth Commandment" Case for Mr. James

A WITNESS who had appeared before Mr. W. P. James, West Midland Licensing Authority, last May in support of an application by Horace Kendrick, Ltd., Walsall, had had no authority to speak for his company, or to say that if Kendrick were granted a B licence the Walsall Glue Co. would surrender two ancillary vehicles.

The Authority learned this on Monday when he called upon Kendrick for an explanation of why the Walsall Glue concern's C licence had not been given up.

Mr. J. Foley Egginton, for Kendrick, said that the Walsall Glue Co. had ceased production, and their last load was carried in July. Mr. W. Kendrick, director and secretary of Kendrick, said that he had no knowledge of the witness' whereabouts.

Mr. James stated that he was satisfied that the applicants had not misrepresented their case, but Mr. Kendrick should have told him that he had stopped carrying for the Glue company. Mr. Kendrick said that this seemed unnecessary because he continued to carry to the same traders, who were now supplied by a different concern.

The Authority deleted the Walsall Glue Co. from Kendrick's licence.

### NEW TRANSPORT COMPANIES

**W. H. Jones (Haulage), Ltd.** Cap. £2,500. Dirs.: A. V. Lucas, 5 Wallbrook Street, Coseley; A. V. Lucas, Jnr., Norbreck, Pear Tree Lane, Coseley, and Ann Lucas, 5 Wallbrook Street, Coseley.

**N. and P. Haulage, Ltd.** Cap. £2,000. Dirs.: W. T. Newbold, 129 Raymede Drive, Beatwood Estate, Nottingham, and J. W. Patrick, 2 Atherstone Road, Loughborough, Leics. Sec.: D. E. Gregory. Reg. office: 9A St. Peters Church Walk, St. Peters Gate, Nottingham.

**Clifford R. Powell, Ltd.** Cap. £1,000. Dirs.: C. R. Powell, "Hazel Dene," Sandy Lane, Caldicot, Mon, and T. R. Powell, St. Peirne, Lone Pine Drive, Ferndown, Dorset. Sec.: C. R. Powell. Reg. office: The Ship Yard, Sudbrook, Mon.

**Allen (Altrincham), Ltd.** Cap. £100. Dirs.: R. Allen and Mrs. A. Allen, 28 Pownall Street, Altrincham, Ches. Sec.: S. Gee. Reg. office: 28 Pownall Street, Altrincham.

**D. and S. Transport, Ltd.** Cap. £4,000. Dirs.: W. J. Smith, 80 Sandhurst Road, London, N.W.9, and W. A. Smith, 105 Kenton Park Crescent, Harrow, Middx. Sec.: B. Adams. Reg. office: 80 Sandhurst Road, London, N.W.9.

**Retford Transport Co., Ltd.** Cap. £1,000. Dirs.: S. R. Brewer and M. Brewer, 43 Linetree Avenue, Retford. Sec.: M. Brewer. Reg. office: Canal Wharf, Wharfe Road, Retford.

**H. O'Brien Transport, Ltd.** Cap. £200. Subs.: G. D. Pegrum, 62-64 Moorgate, London, E.C.2, and F. W. Eve, 5 Christ Church Mount, Epsom, Surrey.

**W. Deane and Co., Ltd.** Cap. £3,000. Dirs.: G. H. Clemans and I. Clemans, 349 Romford Road, London, E.7. Sec.: I. Clemans. Reg. office: The Garage, Robin Hood Lane, London, E.14.

**Miles and Alway, Ltd.** Cap. £100. Dirs.: D. A. Miles, Little Hall, Knowle, near Bridgwater, C. J. W. Alway, Beacontop, Coombe, West Monkton, Taunton, and J. D. Graham, Metford A. Jeanes, Froude E. Hill, W. C. Rogers. Sec.: C. F. W. Alway. Reg. office: 7 Castle Street, Bridgwater, Som.

**Acc Removals, Ltd.** Cap. £7,500. Dirs.: A. W. Wyles, Lincoln Road, Branston, Lincoln, and C. Revell, 130 Portland Street, Lincoln. Sec.: C. Revell. Reg. office: 23 Monks Road, Lincoln.

**Knebworth Transport Co., Ltd.** Cap. £1,000. Dirs.: G. L. Moss, 55 Mardley Hill, Welwyn, Herts, and C. Lowe, Jnr., "Casino," Deards Wood, Knebworth, Herts. Sec.: C. Lowe. Reg. office: 156 London Road, Knebworth.

**B. and H. Transport (Hoddesdon), Ltd.** Cap. £2,000. Dirs.: C. Buckingham, 14 Annwell Street, Hoddesdon, and E. A. Hoade, 16 Westlea Road, Wormley. Sec.: C. Buckingham. Reg. office: 266 High Street, Waltham Cross.

**F. J. Cavanagh Transport Co., Ltd.** Cap. £100. Dirs.: F. J. Cavanagh and Sylvia M. Cavanagh, both of 33 Villiers Close, London, E.10. Sec.: Sylvia M. Cavanagh. Reg. office: 33 Villiers Close, London, E.10.

B16

*J. A. Clarke (Haulage), Ltd., Sheffield, have a number of Leyland-engined Seddon 27-cu.-yd. tippers on contract to National Carbonizing, Ltd., producers of Rexco smokeless fuel. The vehicles have York trailing third axles and Albion gearboxes. Seddon made the light-alloy body. Payload is 11 tons. Deliveries are made to merchants' depots in the Home Counties where there are no rail connections.*



## More Pressure for London Authority

THERE should be a Greater London Council, to take over the administration of certain services in the capital and its suburbs, and one of its functions should be highway planning. A recommendation to this effect has been made to the Royal Commission for Greater London by a group of the London School of Economics, headed by Prof. W. A. Robson.

"The case for an authority to be responsible for the long-term plan for major highways and for its execution is overwhelming," state the group. No trunk roads in London should be under the Ministry of Transport.

Refuse disposal should also be a function of the council. As reported in *The Commercial Motor* dated January 30, the Ministries of Transport and Housing recommended the centralization of highway administration and the organization of cleansing to the Commission.

### GLASGOW TRAMS' LOSS

GLASGOW trams lost £808,098 in the year ended last May, although motorbuses, trolleybuses and underground services showed a combined surplus of £270,029. The high loss on trams was attendant on closing down the system. Operating cost per tram-mile increased to nearly 11d. compared with 5.8d. in the previous year.

### DAVID BROWN IN SPAIN

THE Spanish Government have approved the formation of David Brown Engranajes, S.A., which will manufacture commercial-vehicle gearboxes of David Brown design.

## Co-operation Admitted by B.T.C.

ALTHOUGH it was admitted by Mr. A. D. Brown, for the British Transport Commission, that John Barrie (Contractors), Ltd., worked in co-operation with his clients, they objected to the company's applications before Mr. W. F. Quin, Scottish Licensing Authority, last week.

The company applied for A licences to replace special A's for three vehicles of 18½ tons with a normal user "general goods, Great Britain," and one vehicle of 2½ tons with a user "general goods within 25 miles (58 per cent.), 50 miles (15 per cent.) balance as required."

Mr. Brown said that the applications were based on fact, the accuracy of which was a matter for the Authority to decide. The Authority was satisfied with the evidence and made the grant after hearing Mr. Bruce Barrie, general manager, say that the company were not anxious to extend long-distance work.

### 52½ B.H.P. ENGINE IN COMMER

AN engine developing 52.5 b.h.p. at 4,600 r.p.m., and a torque output of 75 lb. ft. at 2,000-2,200 r.p.m., is now fitted in the Commer express delivery van. The unit has a Zenith 30 V.I.G. carburetter, and new inlet and exhaust manifold to give better breathing.

An A.C. dry-type air cleaner is incorporated. The gearbox has been changed and is now of the close-ratio type. The steering-column gear change has been altered so that the lever is pulled back to the upper plane of movement for the engagement of first and second ratios.

The price of the vehicle is the same as before, £475 in primer.

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No Cont cante Austi We h this v unde have

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## NAAFI'S AUSTINS SERVE THE TROOPS - wherever they are

FROM snow-bleak Salisbury Plain to the steaming jungles of Malaya, Naafi serves the troops, supplying thousands upon thousands of Army, R.A.F. and R.N. units throughout the world.

To cope with a job this size their transport fleet is enormous in numbers and scope. In that fleet Austins, newcomers 4 years ago, now form a good part.

### "Standardised on Austins"

Take mobile canteens. These vans are in use on every force's station with outlying units. And not in this country alone, but in Cyprus, Singapore, Hong Kong, Malaya, Tripoli, the Maldives Islands. They face every kind of weather condition, cross ground you'd think twice about walking over.

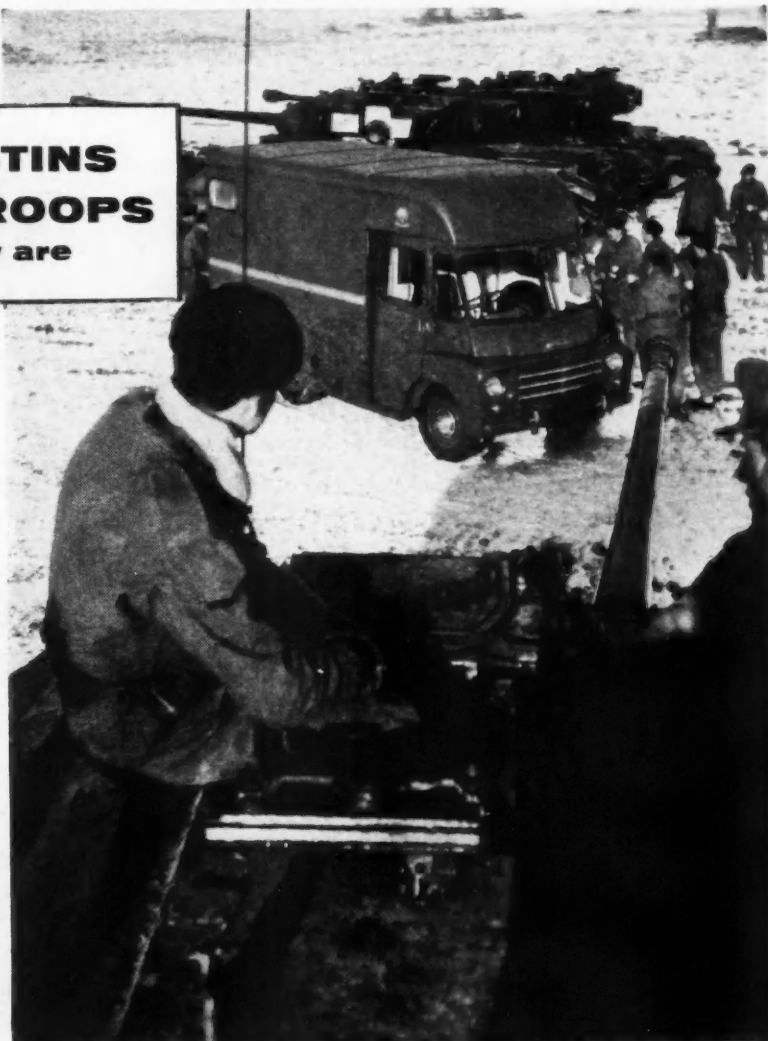


**Sea-stocking at Portsmouth.** With a 6 a.m. start, driver Ray Davis gets round 26 ships by 10 o'clock stand-easy. His cargo—260 traysful of mixed pastries. His opinion of his Austin 5 ton diesel: "A really marvellous motor—beautiful performance. And very good for comfort—Naafi look after you there."

Now listen to Mr. J. P. Macdonald, Controller of Transport. "For our mobile canteens we have standardised on Austin 1 ton petrol-engined chassis. We have found Austins better suited to this work than any other vehicle. Even under the most arduous conditions they have proved more than equal to the job."

### From warehouses and bakeries

Then take Austin 3 and 5 tonners. Log-bobbs of those that work for Naafi's



**Naafi break on Salisbury Plain.** Men of the Queen's Own Hussars take time off from tank training to warm up with a cuppa. The Austin 1 ton mobile canteen has had to cross rutted cart-tracks and rock-hard, snow-covered fields to reach the Centurions.

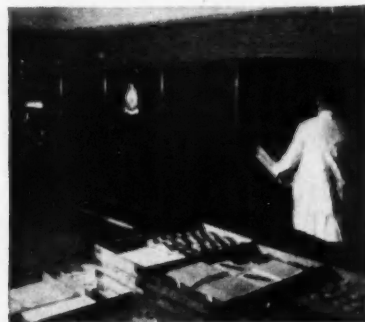
warehouses show long hours, long runs, weekly mileages of up to 1,500. Others work for bakeries—and it's always night work here, setting-off time anything from midnight to 5 a.m. with 100-mile-plus journeys ahead and 20-25 drops to make by army breaktime.

### The world over

The world over Naafi's Austins are at work. In Malta 1 tonners deliver 9,000 loaves a day to British servicemen's families. In Aden and Singapore 15 cwt. Omnivans service Vendipac machines. And Naafi's first 5 tonner in Malaya is now operating—an Austin, built in Singapore.

Back now to Mr. Macdonald. "Austins measure up well and do a good hard job of work. After-sales service is good. Austins are getting an increasing stake in our home and overseas fleet."

Austin vehicles for the home fleet are supplied to Naafi by Maskells (Brixton) Ltd.



**Night run from a bakery.** Tray upon tray goes into the Austin 3 ton diesel before it starts on the Bovington-Blandford run, a round 178 miles. At Naafi's bakeries 36,000 pies and pastries are all in the week's work and you can see sausage rolls 48 feet long.

INVEST IN AN  
**AUSTIN**  
THE AUSTIN MOTOR COMPANY LIMITED  
LONGBRIDGE · BIRMINGHAM





# THE **Heavier**

*YOUR LOADS*

THE MORE YOU NEED

## **DUNLOP**

### **GIANT TYRES**

The heavier the load the greater the stress on the tyres. For complete reliability, very long mileage and maximum safety choose from the Dunlop range of Giants. There is a tyre for the heaviest load, a tyre for the roughest roads, in fact, a tyre individually built to suit *your* needs.



## U.A.S. Allowed to Operate Within Newcastle Despite Objection

**A**N application by United Automobile Services, Ltd., to operate a new stage service from the centre of Newcastle upon Tyne to Benton Square, was granted by the Northern Traffic Commissioners at Newcastle last week, despite objections from Newcastle Transport Department. For the company, Mr. J. L. R. Croft said that the service, requested by Messrs. C. A. Parsons, was to convey workpeople to their new factory.

A short-term licence application by United had failed because of the department's objection. United were now supplying the facility under contract.

Parsons' personnel manager, Mr. H. L. Langley, said that the service was required for 20-30 people at the moment, but when the plant expanded, this would increase tenfold. He stated that the department had said that they were unable to provide a service at the times required.

Mr. D. S. Deacon, traffic manager of United, said that they could provide a service because they had a vehicle travelling light to the vicinity which would operate as an incoming duplicate. Mr. Croft asked for comments on the department's suggestion that, if the application were granted, restrictions should be imposed to prevent them picking-up and setting-down the same passengers within the city boundaries.

Mr. Deacon said that there was no need for the restrictions at all. The fare table made no allowances for intermediate journeys.

Questioned by Mr. J. A. T. Hanlon, chairman, about the protective restrictions on United's licences, Mr. Deacon said that the minimum fare was a deterrent. But if the bus stopped inside the restricted area and a passenger wanted to get off, they could do nothing to enforce the restriction.

For the department, Mr. C. R. Ward contended that officials had understood that the return journey was required for 5.15 p.m. and not 4.45 p.m., which now appeared to be Parsons' finishing time.

They could have made arrangements to operate a service at this time had they known. Discussions had taken place, but they had never been asked to provide the service.

He claimed that the corporation had power, under a local Act of 1914, which enabled them to operate anywhere in the urban district of Long Benton without consent from the Commissioners.

Granting the application, Mr. Hanlon said that the Commissioners were not in favour of placing restrictions on services, particularly in the early morning or evening. There was nothing more exasperating for people waiting at a stop than to see a bus with empty seats go past them for "some historic reason."

He remarked that, if there had not been a mistake about the finishing times, the department would have been making the application and United would have been the objectors.

### ATLANTEANS TO LONDON

**P**ENDING sanction by the South Eastern Traffic Commissioners, Maidstone and District Motor Services, Ltd., are to run Leyland Atlantean 60-seat express coaches between Maidstone and Folkestone, and later to London. The company already operate Atlantean 78-seaters on stage-carriage services. The coaches will provide greater comfort for passengers. Air suspension for the front wheels has been specified.

## Municipal Opportunities

**Yeovil** Corporation are to buy a Dennis refuse collector.

**Swansea** Health Committee require three ambulances.

**Walton and Weybridge** Urban District Council are to obtain two sweepers.

**Croydon** Transport Committee recommend the purchase of a Dennis fire appliance.

**Bradford** Fire Services Committee invite quotations for the supply of a water tender.

**Greenwich** Works Committee seek to acquire a Bedford-Compressmore refuse collector.

**Torquay** Corporation seek tenders for the supply of a B.M.C.-Compressmore refuse collector.

**Morley** Corporation are recommended to purchase a Bedford 3-tonner from E. and R. Humberstone, Ltd.

**Penrith** Urban District Council are recommended to buy a Bedford van from Armstrong and Fleming, Ltd.

**Blackpool** Health Committee wish to purchase a Commer-Appleyard sitting-case ambulance from Kirby's, Ltd.

**Newcastle upon Tyne** Corporation are to buy three Austin ambulances from Murray and Charleston, Ltd.

**Hastings** Water Committee wish to obtain a 10-12-cwt. van and a 4-ton oiler. The vehicles committee have accepted the tender of J. Hollingsworth, Ltd., for the supply of an S.D. refuse collector.

**Middlesbrough** Corporation are advised to buy an S.D. gully-emptier. Eight Dennis-Northern Counties buses are to be obtained. The purchase of a refuse collector and a tipper from Minorities Garages, Ltd., is advised.

**Ayr** Cleansing Committee are to purchase an S.D. refuse collector.

**Glasgow** Corporation are to purchase an Albion lorry and a tower wagon.

**Rochford** Rural District Council invite tenders for the supply of a 1½-ton pick-up.

**Luton** Transport Committee wish to buy two Dennis Lorines with Leyland engines.

**Swindon** Works Committee seek to obtain a Bedford 15-cwt. van from Skurray's, Ltd.

**Dorchester** Highways Committee recommend that Tilleys (Dorset), Ltd., supply a Dennis Paxit.

**Wakefield** Works Committee wish to buy a 5-tonner from Westmorland Automobiles, Ltd.

**Portsmouth** Supplies Committee wish to acquire nine B.M.C.-Gibson refuse collectors from Wadham Bros., Ltd.

**Carlisle** Education Committee require a school-meals van. The housing committee recommend that the County Garage Co., Ltd., supply a Thames 5-cwt. van.

**Ipswich** Transport Committee wish to invite tenders for the supply of 12 double-deckers. The water committee recommend that Botwoods, Ltd., deliver an Austin 5-cwt. van. The lighting committee advise that Messrs. Lock and Stage supply two Morris tippers, and Ebertons (Ipswich), Ltd., two Bedfords. The health committee wish to buy a Morris-Wadham ambulance from Messrs. Lock and Stage. The corporation are advised to acquire a Karrier Gamecock refuse collector from Prentice Aircraft and Cars, Ltd., and another from McNamara Motors, Ltd., also a Bedford 3-tonner from Ebertons.

## THE COMMERCIAL MOTOR

### Benefit of Doubt for Operator

**T**HE Minister of Transport has upheld a decision of the Northern Traffic Commissioners, who granted Mr. Edward Howe (O.K. Motor Services) a licence for excursions and tours from Middlestone Moor.

In his decision the Minister says that he shares the doubt evidently felt by the Commissioners whether there was sufficient evidence to show that the excursions and tours were necessary or desirable in the public interest.

He has, however, concluded, in agreement with Mr. S. A. Bailey, who heard the appeals by United Automobile Services, Ltd., Northern General Transport Co., Ltd., J. Jewitt and Son and Shaw Brothers against the grant, that as Mr. Howe already ran excursions and tours, and as there was no evidence that the grant would cause substantial abstraction from the appellants' services, the limited grant made by the Commissioners was justified. The Minister has also taken into account Mr. Howe's long-established stage services.

### NEW PERKINS INDUSTRIAL ENGINE

**A**N industrial engine with four cylinders, but having the same bore and stroke dimensions as the new Six 305 unit announced last week, has been introduced by Perkins Engines, Ltd. It is known as the Four 203 (I) and has a capacity of 3.33 litres. The bore is 3.6 in. and the stroke 2.5 in.

The rotary injection pump may be fitted with a hydraulic governor for variable-speed applications, or a mechanical governor for running at steady speeds. With a hydraulic governor, the engine will produce up to 60 b.h.p. at 2,400 r.p.m., whilst the continuous rating is 47 b.h.p. at 2,000 r.p.m. Maximum torque of 151 lb. ft. is attained at 1,350 r.p.m.

A hydraulic pump with an output of up to 17 g.p.m. at 1,700 p.s.i. may be driven from the camshaft gear.

### LIGHT, CHEAP PLASTICS CONTAINERS

**C**LAIMED to weigh a quarter less than conventional types, and to be cheaper to the same extent, containers made of glass-fibre reinforced Bakelite resin are being produced by Samlesbury Engineering, Ltd., Samlesbury, Lancs.

They can be obtained, if required, in kit form and may quickly be erected, whilst the replacement of panels for repair is simple. Roof panels are translucent. Interior panelling, with sandwich insulation media, can be supplied.

### "REDUCE MUD-SPLASHING"

**R**EGULATIONS should be made to reduce the rearward splashing of mud by heavy vehicles. This recommendation has been made by the inland transport committee of the United Nations Economic Commission for Europe, who have been meeting in Geneva.

They also advise that measures be taken to limit the emission of harmful exhaust gases.

## C-licensees Not Free From Anxiety

IF it were imagined that because the General Election was over the C-licence world was now free of anxiety, such an attitude would be "like the ostrich," said Mr. R. E. G. Brown, secretary of the London and Home Counties Division of the Traders' Road Transport Association, at a meeting of the Eastern Area at Bury St. Edmunds, last week.

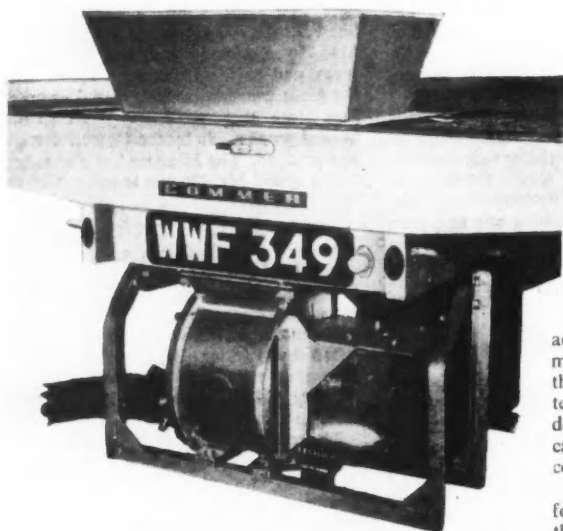
The findings of the survey of C-licensed vehicles (*The Commercial Motor*, last week) would cancel out much criticism by railway people, he said, but it did not mean that a truce would be declared.

Referring to the growing traffic problem, Mr. Brown said that there was

## Comfort Could Mean Loss of Service

**A**DJOURNING an application before the Northern Traffic Commissioners at Newcastle upon Tyne last week, Mr. J. A. T. Hanlon, chairman, said that if a particular operator were chosen for private outings because he had a comfortable coach, in preference to the day-to-day operator, it meant running the risk of having no local bus service at all.

The Commissioners had heard an application from Mr. C. O. Vasey, trading as Otterburn and District Coaches, to delete certain journeys and points between Catcleugh and Newcastle from his stage licence. The



*The Callow device is mounted at the rear of a vehicle, and the hopper may be removed when not required. The blower is underslung.*

adjournment was made partly so that the question of a protective ban on setting-down between Newcastle and Ponteland could be reviewed.

Mr. J. L. R. Croft, for Mr. Vasey, said that it was another

story of rural services that did not pay. He understood why there was opposition to the application, but Mr. Vasey could not be expected to be a public philanthropist. In the past the service had been subsidized by school contracts, but that work was now halved. The military camp in Otterburn gave no support. They ran their own transport to Newcastle.

Mr. Hanlon stated that, so far as he could gather, no certificate had been issued by the Commissioners to the camp authorities and the matter would be investigated.

It was stated by Mr. Vasey that there had been one occasion only in three years when he had been asked by anyone in the areas covered by the route to do private-hire work. All other such work had been done by private-hire operators.

In cross-examination, Mr. J. S. Hart-Jackson, clerk to Bellingham Rural District Council, alleged missed and late journeys, which were denied.

Miss M. Thompson, president Cambo Women's Institute, pleaded that the service be continued. Asked by Mr. Croft whether the institute ever hired coaches for outings, Miss Thompson replied in the affirmative, but added that they used the most comfortable vehicles.

## Studying Springing by Electronics

**A**N analogue computer, known as the Emiac II, has been developed by E.M.I. Electronics, Ltd., Hayes, Middx. so that suspension systems can be studied under laboratory, rather than test-track, conditions.

It can be set up to work out effects of a given suspension layout on a vehicle by matching suspension details to a prescribed road contour. The results are produced as traces on a cathode-ray tube, and a permanent record is provided by a multiple-pen recorder. With suitable attachments, the computer will include other variables such as pitch and roll in its calculations.

The basic Emiac II computer, which has been developed from apparatus used for guided-missile research, costs about £3,000. Another introduction by E.M.I. is a low-priced closed-circuit television channel suitable for observation work on a vehicle while in motion.

The basic equipment, consisting of a television camera, a control box and a viewing unit, costs £680.

## SCOTTISH VEHICLE INDUSTRY?

**T**HE Scottish Council (Development and Industry) were hopeful that a vehicle-manufacturing industry could be located in Scotland when the new sheet-steel mill at Motherwell went into production, said Lord Polwarth, chairman, at Edinburgh last week.

Congestion in the Midlands and competition for labour there gave reasonable hope that when sheet-steel was available manufacturers would be prepared to look at the area as a producing centre.

He also indicated that the Council had contacted some 500 American concerns interested in the use of sheet-steel and suggested that they locate works in Scotland or organize manufacture there under licence. Similar moves had been made in Germany, Austria and Switzerland, and there was a possibility that the manufacture of foreign vehicles might result.

## DISCHARGING SACKED LOADS

**A** DEVICE by means of which feeding stuffs or pellets carried in sacks on a lorry can be unloaded up to heights of 60 ft. has been produced by F. E. Callow (Engineers), Ltd., Liverpool. It takes the form of a hopper into which the sacks may be emptied so that the material may be blown through a discharge pipe, a compressor and blower unit being slung under the frame at the rear.

The hopper can be removed when not required, and the orifice covered by a plate. The unit is driven from a power take-off. It is equally suitable for normal and tipping vehicles.

## MANAGERS' CONFERENCE

**A** CONFERENCE of traffic managers will be held by Associated Road Transport Contractors at White's Hotel, Lancaster Gate, London, W.2, on November 2 at 11 a.m. Hauliers interested in co-operation between long-distance operators are invited to attend.

a number of forces competing for road space. Those who operated ancillary vehicles must be articulate and vigorous in defence of their needs, if claims for traders' transport were not to be whittled away.

Area talks about the survey will be held at: the Caversham Bridge Hotel, Reading, at 1 p.m. on November 5; Crown Hotel, Watford, at 7.15 p.m. on November 11; Cambridge Hotel, Portsmouth at 7.15 p.m. on November 9; and the South Western Hotel, Bournemouth, at 7.15 p.m. on November 16.

## ULSTER USERS' COMMITTEE

**T**HE formation of a committee to consider complaints by users of Ulster Transport Authority services was announced by Lord Glentoran, Minister of Commerce, in the Northern Ireland House of Commons last week. He said that the body would be similar to the Transport Users' Consultative Committees which existed in England, and would consist of people chosen from trade and other organizations.

The Authority had told him that they welcomed the setting up of the new body, said Lord Glentoran. They hoped that it would contribute to improving relations with the travelling public, local authorities and traders.

## New Mack 9-tonner for Turkey

A PROTOTYPE 9-ton normal-control chassis and cab manufactured by Mack Trucks, Ltd., Barking, Essex, left London docks last Saturday en route to Turkey. It has been produced for the Mack agent in Istanbul, who will use it as a demonstration vehicle.

The new model has a wheelbase of 16 ft. to accommodate an 18-ft.-long body and is described as specially suited for transport requirements in that country. Bodywork will be fitted to it on arrival at its destination.

The 9-tonner is powered by a Leyland O.350 six-cylindrical direct-injection oil engine of 5.76 litres capacity which develops 100 b.h.p. at 2,200 r.p.m. and 255 lb. ft. torque at 1,400 r.p.m. Mounted in unit with the engine are a 14-in.-diameter clutch and an Albion six-speed constant-mesh gearbox.

This incorporates an overdrive top ratio of .76 to 1, giving the vehicle a top speed of over 55 m.p.h. Auxiliary engine equipment, such as the radiator and exhaust system, is all Leyland standard pattern.

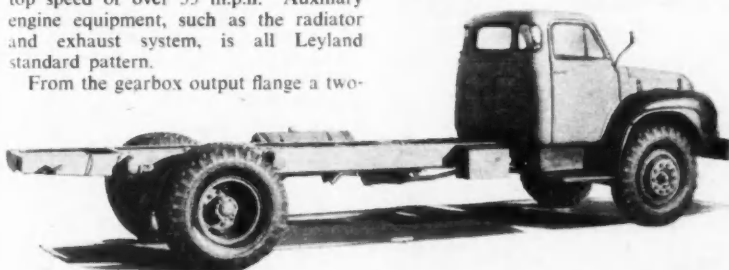
From the gearbox output flange a two-

inside the off-side chassis longitudinal member for protection. Steering is by Marles cam-and-double-roller gear.

The vehicle is heavily built and the chassis and cab weigh 4 tons 2 cwt. unladen. Some of this weight is accounted for by the chassis frame, which is very robust. Maximum depth of the side members is 9 in. and the flanges are 3 in. wide.

The material used is  $\frac{1}{4}$  in. thick and the six cross-members are bolted in position. The upper and lower flanges are flitch-plated about the cross-member carrying the centre bearing.

The normal-control cab is an adaption of the current three-point-mounted unit used on the larger Bedford models. The standard driver's compartment and wings are used but the bonnet and radiator grille are produced by Mack. Special equipment includes a heavy-section front bumper and air-operated horns.



As shown, the Mack 9-ton truck weighs 4 tons 2 cwt. It is powered by a Leyland O.350 oil engine driving a Timken overhead-worm rear axle through an Albion six-speed gearbox. A platform body will be fitted on arrival in Turkey.

piece propeller shaft conveys the drive to the rear axle. The cross-member which carries the propeller-shaft centre bearing has mounted on it twin callipers for the disc-type transmission brake employed.

The brake disc is bolted to the spider at the rear of the primary propeller shaft and protrudes upwards through a slot cut in the upper flange of the cross-member.

A Timken overhead-worm type rear axle is fitted having a ratio of 7.33 to 1. It is carried on semi-elliptic leaf springs which are mounted in rubber-cushioned, shock-absorbing clamps. The rear axle is located against longitudinal movement additionally by a rubber-bushed radius arm mounted above the axle casing.

A special Moss axle is used at the front and this, like the rear axle, carries 10-stud hubs and American-Budd wheels. Tyres are 11.00-20 in. 12-ply all round but have a heavy cross-country tread making them equivalent in size to 11.00-22-in. types.

Apart from the transmission disc brake, which is operated by a normal, unassisted lever, the brake system is a Westinghouse air-pressure design with 16-in. diameter drums and  $2\frac{1}{2}$ -in.-wide linings on the front axle and 17 $\frac{1}{2}$ -in. drums with 4-in.-wide linings at the rear.

The air reservoir is tucked neatly

## Standard Engines for Land-Rovers

INSTALLATIONS of the Standard 23 CV oil engine in Land-Rover chassis are being carried out by R. H. Kilner (M.E.), Ltd., Woodhead Road, Honley, Huddersfield. The modification follows the lines described in *The Commercial Motor* dated October 2, but with the addition of a special casting to link the block with the bell housing of the existing gearbox.

No alteration is made to the chassis, and the normal engine mountings are employed in conjunction with an additional mounting for the forward end of the power unit.

Suspension remains unaltered, but changes are made to the exhaust system and the radiator couplings. Cost of the conversion, including Ki-Gas or C.A.V. Thermostart cold-starting aid, is not yet fixed but is expected to be about £250.

## UNDERPASS PLAN FOR LONDON

A PLAN to build an underpass in London to take traffic between Victoria Embankment and Queen Victoria Street came before the Court of Common Council last week. The underpass would tunnel beneath the northern approach of Blackfriars Bridge.

Parliamentary powers must be sought for the scheme, but it is hoped that it will be finished in 1964. Eventually the underpass may be extended to form a by-pass to Tower Hill.

Mr. R. Edmonds, chairman of London Town Planning Committee, said last week that the Hyde Park-Corner underpass should be open by June, 1962.

## Change No Obstacle to Grant

DESPITE a complete change of normal user and types of vehicle, the Larkfield Motor Co., Ltd., Liverpool, were granted a renewal of a four-vehicle A licence without penalty at Liverpool last week.

Mr. E. A. Whitehead, for the company, told Mr. F. Williamson, North Western Licensing Authority, that the vehicles were originally tippers licensed to a Mr. Robery in 1947, with a normal user of "open-cast coal, road and building materials, Liverpool, Manchester and Chester."

In March, 1949, the company were incorporated, but the Authority had not been informed of this when a normal user of "road and building materials, Liverpool district," was granted in July, 1949. In November the same year, an agreement was made to transfer the shares to Robertson, Buckley and Co., Ltd., Liverpool, but before it was completed the business came under the direction of the Official Receiver, who completed the transaction.

From 1950-1954, the company was managed for Robertson, Buckley by a Mr. Kelsall, and in June, 1954, he signed a form G.V.I.A giving a normal user of "road and building materials, Liverpool

and Manchester." A new manager, Mr. Ball, realized that the user did not agree with work done and sought to amend it. Early this year, Robertson, Buckley and their subsidiaries were acquired by Wm. Cory and Co., Ltd., and they now sought to rectify the matter.

Mr. A. W. Balne, objecting for the British Transport Commission, said that they sought to establish that the tippers had become flats and leave the matter to the Authority's discretion.

Mr. Williamson said that it was apparent that the change had taken place before Mr. Ball took over. Knowing the antecedents of Robertson, Buckley, and their connection with Cory, he was prepared to accept the position and made the grant.

## REGENT TERMINAL AT CARDIFF

THE construction of a distributive terminal at Cardiff is planned by the Regent Oil Co., Ltd. The £500,000 development will be made on acreage leased from the British Transport Commission on the south side of Queen Alexandra dock.

The installation will include 30,000 tons of bulk storage and facilities for receiving ocean tankers. The project is scheduled for completion early in 1961.



## Duple Adopt New Seating

THE 1960 model Super Vega 41-seat body displayed at an exhibition held by Duple Motor Bodies, Ltd., The Hyde, London, N.W.9, this week is mounted on a Bedford SB.1 oil-engined chassis, and improvements include Continental-type seating, with double-density cushions, as standard equipment. Two recirculatory heaters are fitted, and the interior is lined with Formica.

The Super Vista is shown mounted on a Bedford C4.22 petrol-engined chassis. It accommodates 29 passengers in an 8-ft.-wide body. The 1960 specification is similar to the Super Vega, and has formed Perspex roof quarters. The seat trim is in red and grey.

(Right) The 1960 model 41-seat Super Vega has divided squab Continental-type seating and Formica interior panels. (Below) Appearance is enhanced by anodised ventilated wheel discs.



Two other 41-seat bodies are shown on Commer Avenger and A.E.C. Reliance chassis. The A.E.C. is a luxury coach and has toughened safety-glass roof quarters, and an additional baggage locker in the off-side skirt. Three recirculatory heaters

are incorporated, and there are special sun vizors.

The seat trim on this model is in green and red moquette with washable headrest covers. The body has a central entrance.

An alternative Britannia model, with

front entrance, is shown on a Leyland Tiger Cub chassis, and provides accommodation for 43 passengers. Seats are fitted with gangway arm rests, whilst the side panels are in grey Formica.

The luxury coach which made the trip to Moscow (*The Commercial Motor*, October 16) is also exhibited, complete with the many features incorporated to facilitate completion of the journey non-stop. It is a Thames oiler.

The smallest vehicle shown is the 15-seat all-metal service coach on a modified Bedford J.2 chassis. It is a development of the J.2 service bus originally designed for export and now adapted for the home market. Standard Continental-type seating is provided. There is a 43-cu.-ft. rear locker.

A normal-height double-decker built to the specification of the City of Oxford Motor Services, Ltd., is shown on an A.E.C. Regent chassis. A special feature is the front entrance with single step.

The exhibition ends today.

## August Registrations Fall

REGISTRATIONS of new commercial vehicles in August came to the lowest monthly total for the year so far, as might be expected for a holiday period. The 15,575 vehicles on the roads

for the first time brought the aggregate for the first eight months of the year to 174,615, compared with 161,576, the corresponding figure for 1958.

Details appear in the table below.

NEW REGISTRATIONS—AUGUST, 1959

Type	Petrol	Oil	Electric	Aug.	Jan.—Aug.
Hackneys .. .. .	26	141	3	170	3,737
Goods:					
Agricultural .. .. .	240	96	—	336	3,302
Showmen's .. .. .	1	1	—	2	21
Local Authorities (watering and cleansing) ..	2	25	3	30	163
Tower wagons .. .. .	3	4	1	8	38
Other goods .. .. .	7,427	3,398	114	10,939	121,142
Total Goods .. .. .	7,673	3,524	118	11,315	124,666
Exempt vehicles .. .. .	185	297	14	496	6,510
Tractors .. .. .	5	37	—	42	514
Agricultural engines (£2 class) .. .. .	129	3,422	1	3,552	39,188
Grand totals .. .. .	8,018	7,421	136	15,575	174,615

The number of oil-engined goods and passenger vehicles in use in Britain in 1958 was 276,520, or 20.3 per cent. of the total. New registrations of oilers at 45,695 in that year were 25.7 per cent. of the total.

The country's tram fleet dwindled to 1,325 last year from 1,612 in 1957 and 8,988 20 years earlier. This country maintains its distinction of having the largest number of vehicles per mile of road than any other in the world, the ratio being 29 per mile, on the basis of 1957 statistics, compared with 22.3 in 1954.

Our nearest rival was Western Germany with 21.9. If motorcycles, Government-owned vehicles and those exempt from taxation are included, the figure for this country becomes 41.3 vehicles per mile—a figure relative to 1958. Discounting road mileages other than those of trunk, class 1 and 2 highways, there were, last year, 173.1 vehicles per mile.

These figures are given in the 1959 edition of "Basic Road Statistics," published by the British Road Federation, 26 Manchester Square, London, W.1.

## Little Change at Dairy Show

MILK-DELIVERY vehicles exhibited at the Dairy Show, which opened at Olympia, London, last Tuesday and closes today, are all battery-electric models, with the exception of one oil-engined three-wheeler shown by Wales and Edwards, Ltd., Wyle Cop, Shrewsbury.

No radical innovations are apparent this year and no completely new models are on show. However, Austin Crompton Parkinson Electric Vehicles, Ltd., South Wigston, Leicester, show a new cab and body on the Morrison-Electrical EH20 1-ton dairy float introduced a year ago. The cab is now manufactured in glass-fibre-reinforced plastics and incorporates an integral bumper, whilst the remainder of the body is



(Above) The Smith's Cornette Mk. III ice-cream dispensing body is mounted on a Bedford CAS chassis. (Left) Plastics is used in the construction of the new cab on the Morrison-Electrical EH20 1-tonner.



fabricated from light alloy. Eventually, all the bodywork will be produced in plastics.

Two seats are provided in the cab, which is of the walk-through type. The vehicle can carry 45 crates at speeds of up to 13½ m.p.h., and has a maximum range of 38 miles. Also displayed on the stand is a cheaper version of the Morrison-Electrical DH20 vehicle.

The use of 60-v. equipment reduces the number of cells in the battery and therefore lowers the unladen weight of the vehicle to give a slight increase in payload capacity. With 60-v. circuitry the vehicle is recommended for operation in reasonably level areas. It has a maximum range of up to

50 miles and the latest models have a deeper windscreen than before.

For the first time at a Dairy Show, Smith's Delivery Vehicles, Ltd., Gateshead on Tyne, 11, show a mobile shop equipped for ice-cream dispensing. This is their Cornette Mk. III body mounted on a Bedford CAS 7-ft. 6-in.-wheelbase 15-cwt. chassis. The high roof of the body gives good headroom, whilst the body sides are almost completely glazed.

Fitted in the mobile shop is a Smith's Freezwell Four counter conservator, which is a recent introduction to their range of cold cabinets. It contains eutectic plates charged by a compressor permanently mounted on the vehicle and driven by an electric motor powered from the mains supply. In operation the plates are charged overnight in situ giving hold-over refrigeration for the following day.

In addition to their well known N.C.B. electric dairy trucks, Smith's show a special Commuter battery-electric vehicle which is to be exported to the Republic of Honduras. To deal with the climate there, the vehicle has a fully insulated body.

Other manufacturers exhibiting battery-electric vehicles are Ross Auto and Engineering, Ltd., 30a Zetland Road, Scunthorpe; T. H. Lewis, Ltd., Station Estate, Watford, Herts; the Harborough Construction Co., Ltd., Market Harborough, Leicester; and Sydney Hole's Electric Vehicles, Brighton 6.

## Plastics-fronted Laundry Van

BASED on a Morris oil-engined chassis, a laundry van built for the Brook Green Laundry, Ltd., Ravenscourt Park, London, W.6, by B. Walker and Son, Ltd., 1 Gamman Lane, Watford, Herts, has a front constructed in plastics and twin wrap-round windscreen panels. Doors to the cab are of the hinged type, that on the near side giving access to the main loading compartment.

The vehicle is 15 ft. 8 in. long, with a body length of 10 ft. behind the driver. Capacity is 525 cu. ft., and there are double doors at the rear.

Winking-light direction indicators are fitted to the front corners at waist level and can be seen through a wide angle.

An attractive appearance is presented by the Morris laundry van, the bodywork of which was built by Walker. It has a capacity of 525 cu. ft., with 10 ft. behind the driver.





**S**ET astride the busy A6 highway, Stockport contains a good deal of old property. Off the main road are many steep "brows," there are lengthy rear passages and a number of steps between one level and another. All these features have affected the build-up of the cleansing fleet, the collection side of which mainly comprises 7-10-cu.-yd. units.

The borough has few long hauls, because refuse disposal is carried out by controlled tipping on four sites well spaced geographically around the town. Stockport Cleansing Department operates an incentive scheme which ensures that collections are carried out regularly and makes the job sufficiently attractive for there usually to be a waiting list of applicants for employment.

The town covers an area of 8,439 acres, with 52,544 premises and a population of 141,200; the street mileage is 156. Estimated on the basis of the current financial year, cleansing and associated services are operated at a cost of £55,760, which includes £25,216 for wages, £14,800 for repairs and renewals and £11,000 for fuel and lubricants. Fleet mileage is nearly 350,000 a year.

#### Office Boy to Superintendent

Nearly 68 years have elapsed since the establishment of the borough's nightsoil department, which in 1897 was converted to the day scavenging department, finally becoming the cleansing department in 1901.

Mr. C. H. Hodson, Stockport's present cleansing superintendent, began work as an office boy in the department in 1921. He became chief clerk eight years later and was appointed administrative officer in 1949. He was made superintendent last March, in succession to Mr. C. V. Roberts, who was largely responsible for the building up of the Stockport fleet during the post-war period.

Refuse collectors comprise three Dennis 10-cu.-yd., two S.D. 10-cu.-yd. and 19 Karrier CK3 10-cu.-yd. units with petrol engines, and a Bantam with an oil engine, and two Karrier Cob articulated outfits. There are two Karrier CK3 gully-emptiers, a Karrier CK3 cesspool-emptier and a Karrier Bantam gully-emptier with a special Eagle tank.

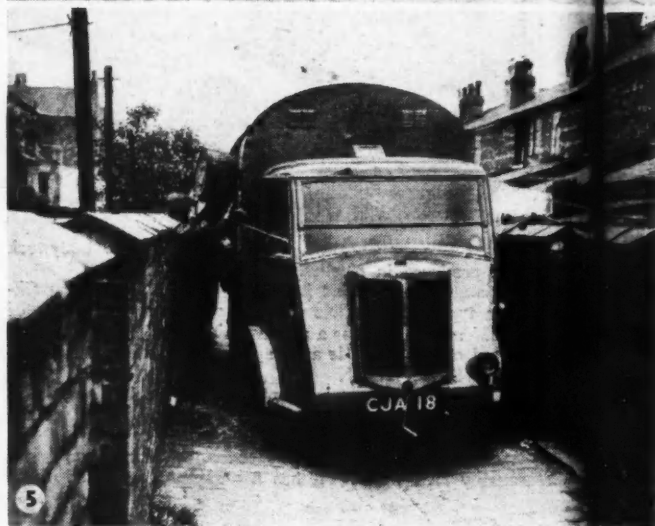
Other units consist of a Karrier Bantam school meals van, four Austin school meals vans, two Commer light vans, three Thames vans, four Lewin mechanical orderlies, a Brush electric orderly, a Fordson tractor with Bamford shovel and a Fordson Dinkum digger.

Both Derby and Chelsea-type bodies are employed for the collection vehicles. All the Karrier CK3 models, and the latest oil-engined Bantams, have crew cabs. Two

B24

## BONUSES Ma Clemen

By Ashley Taylor,  
A.M.I.R.T.E.



earlier vehicles have had their cabs converted to the crew type in the departmental workshops.

For winter use 12 trailer gritters are available, including several Glotrac.

Over a period of 12 months the existing Karrier Bantam 10-cu.-yd. oil-engined refuse collector has shown a saving of £143 on fuel, as a result of which orders have been placed for two further machines of the same type. One of the four mechanical orderlies, incidentally, has a Perkins oil engine and has been equipped with a channel-scarifying brush which has been so effective for kerbside cleaning that the remaining three are to be converted. A further mechanical orderly is also to be purchased.

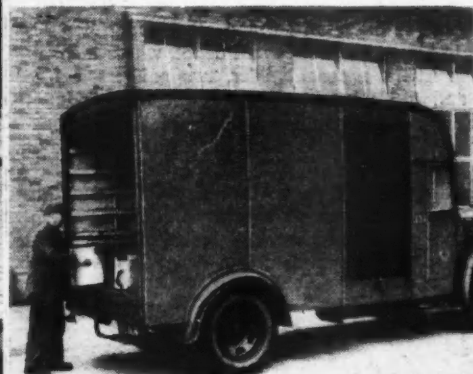
In a predominantly urban borough the employment of a cesspool-emptier might seem surprising, but in the case of Stockport it is principally engaged on emptying from sumps such trade effluent as is not permitted to enter the sewers.

Each of the gully-emptiers has an allotted area, one



# ES Make for Cleaner Stockport

*Incentive Scheme Ensures Regular Collections—and No Shortage of Labour for an Unpleasant Task*



3



6

(1) A Commer gully-emptier at work in Stockport's streets. (2) Routine refuse collection is the daily stint of this oil-engined Karrier. (3) The delivery of school meals is listed amongst the department's activities. This Austin is being loaded at the kitchens for delivery of the mid-day meals. (4) The manoeuvrability of the Lewin road-sweeper is invaluable to the driver who has to negotiate numerous difficult streets. (5) Restricted working space confronts refuse collectors in many parts of Stockport, as may be seen from this illustration of a Karrier Bantam being loaded. (6) This Karrier Bantam gully-emptier, with an Eagle 150-gal. tank, is employed especially for work in narrow passages. (7) Waste paper is collected by this Karrier articulated outfit.



4

taking the northern half of the town and the other the southern side. The Bantam with the Eagle 150-gal. tank is employed especially for dealing with gullies in the passages at the rear of many properties.

Five vans, two of which are on hire to the public health department, provide transport for the inspectors. The principal duty of the Brush electric orderly is to carry members of the staff on tours of duty dealing with the unattended public conveniences, which are cleaned daily.

In addition to the cleansing fleet the department is responsible for the provision and maintenance of the local school meals vans. It also carries out maintenance for the ambulance and public works departments, for Civil Defence and welfare vehicles, and on the mayoral car.

Refuse is collected weekly and, because of the bonus scheme, the 21 rounds are arranged as equally as possible. Weekly collection applies throughout the year, irrespective of holidays, and the system works on a basic figure of 106 bins per day, the men being paid a bonus on everything above this total.

The driver was not included when the number of bins to be collected was averaged, but he shares the bonus. Thus, the drivers can be relied upon to make expeditious journeys to and from the tip (an average haul of five miles for the double trip), to keep the loading apertures clear by



7



raking, and to give a hand with the bins when necessary.

While the vehicle is at the kerbside the bins are naturally brought out and tipped straight in; should it be away unloading, the loaders continue to bring them out to the kerbside where they await attention. To qualify for the bonus the men have to clear the same rounds on a given day of the week, a system which has been found to reduce the need for inspection. Household holders are quick to notify the departmental office whenever their bins have not been cleared on the proper day.

Tips in use at present are at Brinnington, Bridgehill, Castle Farm and Tame Street. At all these places there are either natural or artificial depressions where controlled filling can be carried out, followed by covering with soil that has been stripped off housing estates.

When filling is complete and the ground has been grassed over, the districts will thus be provided with parks or playing fields in place of what would otherwise have been waste ground. In the particular case of Castle Farm the department is acting for a sports club, and is dealing with boggy ground by putting in layers of refuse, levelling and draining, and replacing the top layer of soil.

So that deliveries to the tips shall be handled more effectively the department has latterly taken control of trade refuse collections. Four of the vehicles are employed on such duties. Each of these machines is allocated a

district and in this area is also responsible for making contact with the motor sweepers, which work on a beat system, and carrying their sweepings to the tip.

One of the Karrier Cob articulated outfits collects waste paper from shops and other business premises, this afterwards being baled and sent for salvage. Some recovery of cardboard cartons and tins is done at the tips.

The fleet livery of deep nut brown, with red for the wings and certain other fittings, was selected as combining attractive shades and providing a finish which would not show dust and dirt so readily as some of the lighter colours. Drivers clean their own vehicles, which are afterwards inspected and, subject to a satisfactory report, the men concerned receive an extra 10s. weekly above their ordinary rate of pay.

Maintenance for the cleansing and other departments is carried out in the shops at the main depot, where the staff includes four fitters, a coachbuilder, two painters, a tyre attendant, and a blacksmith and tinsmith whose duties include welding. The maintenance side of the establishment is divided into a fitters' shop, a body shop, a paint shop and a tyre bay.

Greasing is performed in accordance with a monthly schedule. Other maintenance is also on a time basis. Spare units are used. The work done includes complete overhauls to bodies and power units.

## In The Appeal Court

# Hauliers Lose Licence Gains

TWO of three hauliers involved in appeals before the Transport Tribunal in Edinburgh last week suffered the revision of grants made earlier in the Scottish Traffic Court. The British Transport Commission contested each case.

## Company Broke Law

THE limited company formed in 1958 to trade under the name of Wm. Swan (Contractors), Ltd., Leith, had been breaking the law for several months, said Sir Hubert Hull, president.

The Tribunal dismissed their appeal against the Scottish Licensing Authority's refusal to grant a licence for eight vehicles, of 22 tons, for the carriage of goods, excluding livestock and household removals, within 25 miles. Respondents were the Commission and five independent hauliers.

The Tribunal were told that on January 14 the company applied for a B licence for 20 vehicles within 50 miles. Mr. R. Mackenzie, for the company, said that at the time the vehicles were being operated by Mr. A. R. McNeil, who had been carrying on the business in the name of William Swan for some 30 years.

Mr. McNeil had become ill. He lost a contract with Edinburgh Corporation and accepted a suggestion that he should dispose of the business. He had received between £4,000-£5,000 from some source.

The company were incorporated on June 17, 1958, and from the beginning of May had operated the vehicles which had previously belonged to Mr. McNeil.

As the company had no licence, they committed the offence of carrying goods without sanction.

Mr. Mackenzie said that there was no deliberate attempt to break the law. As soon as it was pointed out to them that they were wrong, the company took steps to regularize the position.

Sir Hubert said that the Tribunal would not interfere with the Authority's finding, on condition that Mr. McNeil surrendered licences which at present he held in the name of Swan.

## McKelvie Grant Reversed

A VARIATION which had added four articulated units, to be acquired, to the A licence of McKelvie and Co., Ltd., Barrhead, granted by the Scottish Licensing Authority on September 30, was nullified by the Tribunal.

Allowing an appeal by the B.T.C. and three private hauliers, the president said that the Tribunal's reasons would be given later in writing. To mitigate any disturbance, the order would not take effect until January 1. It would also allow application to be made for a contract-A licence, if this were desired.

It was stated that the Authority had made the grant subject to an amendment to the normal user, "steel pipes for Marshall and Anderson, from Mother-

well to North Wales." The Authority had also indicated that although the evidence was not sufficient, he had decided to exercise his discretion in favour of the applicants.

For the B.T.C., Mr. C. E. Jauncey submitted that a deliberate attempt had been made to mislead the Authority, and that McKelvie had failed to show that they were unable to carry the pipes with their existing fleet.

## Measuring Facilities

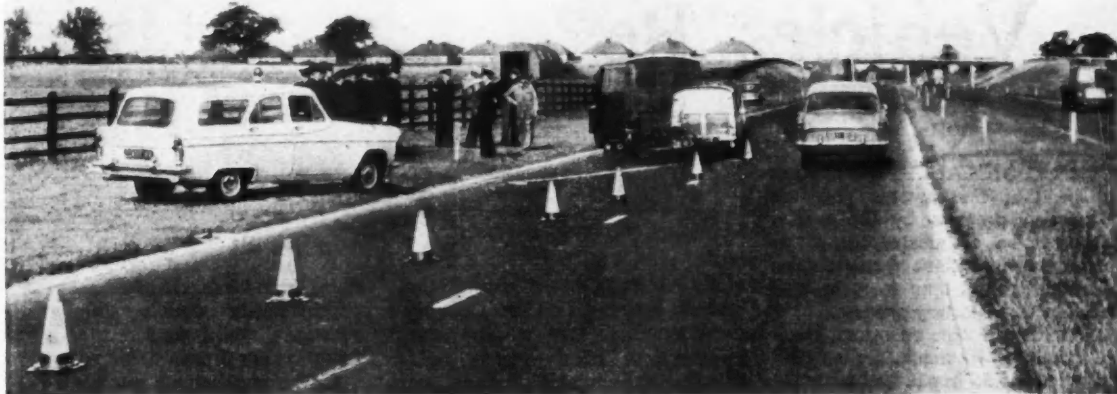
A LICENCE grant should be measured in accordance with the amount of facilities required for the outward carriage of goods, said the president when he gave the Tribunal's decision to uphold an appeal brought by the B.T.C. against the Scottish Deputy Licensing Authority's grant of three vehicles to Messrs. D. D. Gair and Son, Alyth, Perthshire.

The Authority, said Sir Hubert, had obviously been of the opinion that in measuring the amount of any grant he should have regard only to the amount of traffic originating in his district, and should disregard traffic arising from other districts. It was plain from the evidence, he said, that the outward traffic did not justify the grant of more than one vehicle.

The Tribunal had been told that some of the traffic carried was originally brought from England, but they were not able to judge how much.

The grant was amended to one vehicle which could carry lime and other goods as return loads from England, and operation of the other two vehicles would be suspended from January 1, 1960.

# POLICING THE MOTORWAY



*Bollards have been placed at the scene of this simulated collision to divert approaching vehicles.*

**E**VER since the London-Yorkshire motorway began to unwind itself across the countryside, the chief constables of the forces through whose districts the road was to pass have been giving a great deal of earnest thought to the problems that were going to confront them. The twin-tracked road, with limited access and every facility for speeds exceeding 100 m.p.h., is a very different proposition from Watling Street.

A policeman's task is twofold: he is required to prevent and detect crime, and he must preserve public safety. In the case of the Birmingham motorway, a criminal leaving his metropolitan haunts for the quieter air of the country can traverse the Hertfordshire Constabulary district in something under 10 minutes. The stolen lorry would not be in the area appreciably longer, either. This, however, is a problem that can be solved by telephone and radio rather than the cinema-screen chase.

## Heavy Burden

The safety of road users is another matter. Here, the police are going to have a constant and heavy burden added to their other duties. For that reason, the chief constables have established a new school for motorway patrols, where the procedure, as at present envisaged, will be taught, discussed and practised in turn by the men who will be employed on the motorway throughout its length. It is desirable that police services in each county concerned should follow a standard pattern.

Because it has excellent lecture-room facilities and is situated conveniently for practical work on the motorway, the new police station at Hemel Hempstead has been selected as the headquarters for the motorway course. It is administered by the Hertfordshire force under Supt. F. W. Pritchard, a highly experienced

## By Tom Walkerley

traffic officer and one who has been able to study the problem on the Continent. The superintendent is assisted by a small body of lecturers, from the police force, from industry and from the Ministry of Transport.

Each course occupies two weeks and is attended by 20-30 students, mostly sergeants and constables. There is obvious keenness and smartness, and question time at the end of a lecture shows plenty of intelligent appreciation of the subject under discussion.

The syllabus that has been evolved is wide in scope, ranging from highway construction to high-speed tyre design. Many of the lectures are illustrated by lantern slides or films, and there are practical exercises both by day and night. The lecture room contains an exhibition, mostly photographic, of motorway development, and there are displays of warning signs, lighting equipment and other gear proposed to be carried in each patrol car.

Incidentally, the cars used by the police for this special work are likely to be Ford Zephyrs, with overdrive, and Farnham shooting-brake bodies. Possibly surprisingly, but certainly logically, they will be painted white. On motorways it is considered desirable that the police should be seen as well as seen.

In calculating what is likely to happen on motorways, the police can draw only on their own experience—and speculate. There will be breakdowns and there will be accidents. The former will, in most cases, be the result of sustained high speed, leading to such troubles as tyre, engine or even chassis failure. Accidents will be caused not so much by speed as such, as by its misjudgment: the velocity, however, is going to determine the magnitude of the accident.

If breakdowns are to be avoided as far as possible, the driver must ensure that his vehicle is mechanically sound. His obligations in this matter are laid down in the Construction and Use Regulations, and these the police will enforce with some vigour in the interests of safety. Particular attention will be paid to the condition of tyres and wheels, lights, steering gear and injection equipment. Dense smoke is not going to be popular.

Experience of Continental motor roads indicates that high-speed accidents are apt to involve several vehicles, particularly in conditions of poor visibility. Collisions may well block one or two lanes, and can even result in vehicles careering out of control into traffic approaching on the other track. This is by no means unusual when a front tyre disintegrates at high speed.

## Early Warning

A police problem is to give adequate warning of the road block (probably half a mile ahead). The need for the police to be provided with cars of the shooting-brake type is made apparent by the great amount of equipment that they will need to deal with a major accident.

There must be large warning signs, with temporary illumination at night, portable lighting at the scene of the accident, and means for indicating the filter channel around the debris.

In some respects, it would appear that the police patrols will have to act rather like the patrols provided by the motor-ing associations. There are to be public telephones at intervals of a mile, but these are connected directly with police headquarters. A driver in trouble, therefore, can make his first appeal for help to the police and they will be happy to provide it, even if it is only a gallon of petrol.

# How Powerful Must Motorway Vehicles Be?

Asks P. A. C. Brockington, A.M.I.Mech.E.

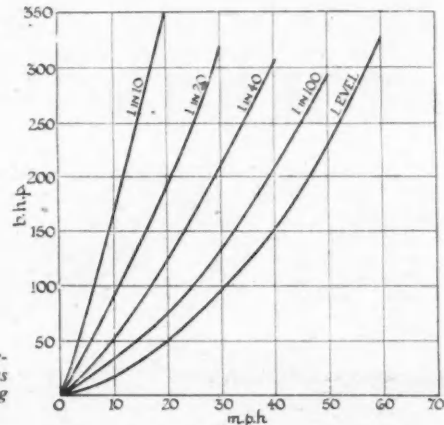
**P**ARADOXICALLY, it may well be that the impetus given to design progress by the motorways will be of greater benefit to operators who continue to run vehicles on normal routes than to those who specialize in motorway services.

According to some operators, cruising speeds of 70 m.p.h. for coaches and speeds of 55 m.p.h. and more for goods vehicles will be common on the London-Birmingham motorway, which will be opened on Monday. Tests have already shown that speeds of this order will increase fuel consumption by about half and necessitate the use of special tyres. Over a period, average running costs could be doubled.

Vehicle manufacturers and operators have yet to determine a "critical sustained speed" above which running costs increase at a much higher rate than the gain in average speed on uncongested level roads. Any yardstick of critical speed is, however, arbitrary and in every case must relate to a particular type of vehicle carrying a particular type of load.

Obviously, the higher the gross laden weight of a vehicle operating within its rated capacity and the lower its normal speed, the lower will be the cost of increasing its average speed a given percentage by improving its rated performance. Any higher average to be derived from running on the motorways will be more nearly applic-

Fig. 1.—The total power required by a 24-ton-gross eight-wheeler for level running and for climbing gradients.



able to operation on normal long-distance routes, particularly on night trunk services, than a proportional improvement relating to a lighter vehicle with a much higher maximum speed.

Whereas an analysis of the improvement in rated performance required to

## Careful Calculation and Practical Experience Needed to Determine the Point at which Sustained High Speed is Bought Too Dearly

increase the cruising speed of a vehicle from, say, 55 m.p.h. to 65 m.p.h. would be of interest mainly to operators regularly using the motorways, data showing the factors involved in a proportionate advance in the speed of a maximum-load vehicle from 35 m.p.h. to 41 m.p.h. could be important to the majority of operators running six- and eight-wheelers.

A simple yardstick of critical speed is that at which wind resistance attains a value equal to rolling resistance.

Rolling resistance increases approximately in proportion to speed, but wind resistance increases as the square of the speed. Thus, for example, raising vehicle

speed from 20 m.p.h. to 40 m.p.h. will approximately double the rolling resistance, whilst wind resistance will increase four times.

Contrasts show the relative significance of these variables. When a heavy vehicle is travelling at a walking pace up a steep gradient on full throttle, wind resistance is insignificant, and a rise in peak engine power will provide a corresponding increase in miles per hour.

If a private car or light commercial vehicle is driven at 80 m.p.h. on the level, the horse-power absorbed by windage losses is a high percentage of the total power required. In such a case rolling resistance is often ignored in making a rough assessment of resistance factors, and a comparison with power absorbed at 60 m.p.h. would show that the resistance was increased by approximately 1.8.

## Power on Hills

The power required to climb gradients, in excess of that necessary to run at the same speed on the level, must, therefore, be considered in addition to wind and rolling resistance when assessing vehicle performance on any route other than one over flat country.

How much does an increase in speed cost? The answer may well be: Power for high speed is expensive; power for obtaining greater speed on gradients is cheap, and power for increasing m.p.h. on the level up to the critical speed is normally a worthwhile economy.

It is, however, necessary to emphasize that the last claim completely ignores the heavy cost of higher speed in terms of the life of tyres and chassis gear, and in practice it is applicable only to speeds up to a given maximum. This is probably in the region of 50-55 m.p.h.

A detailed analysis of the problem will be possible only after practical

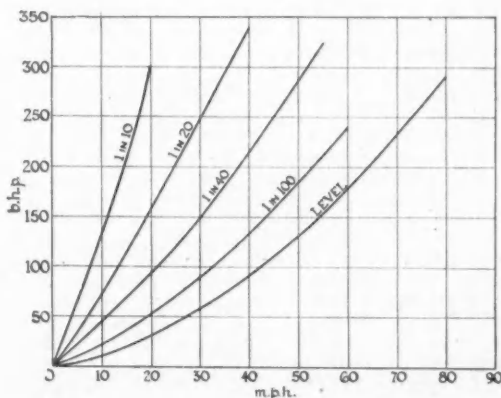
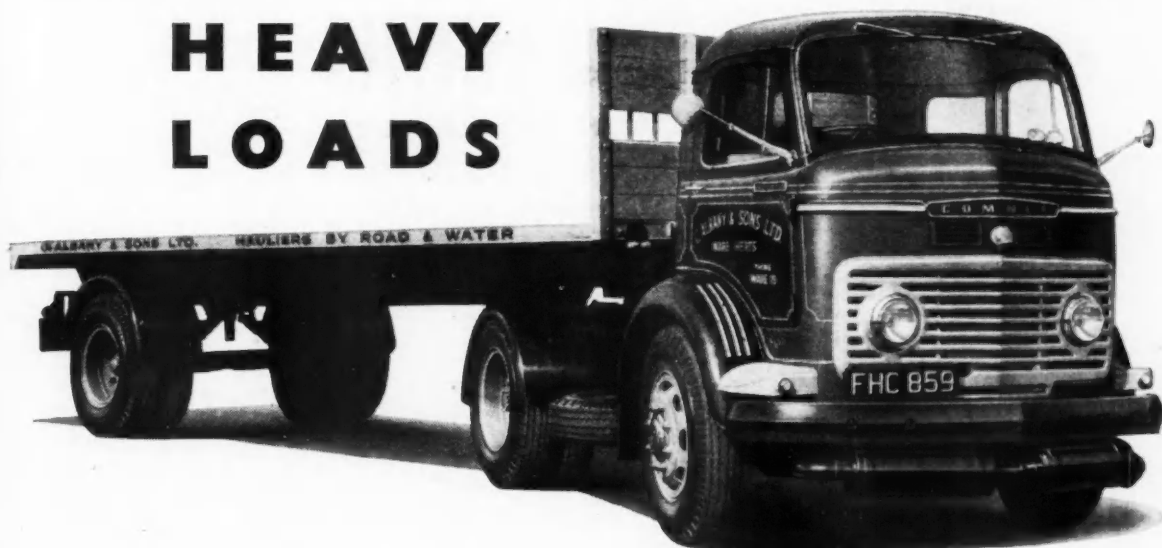


Fig. 2.—The outputs shown in this graph are those required for level running and hill-climbing by an articulated six-wheeler of 20 tons gross. This and the rigid eight-wheeler are the types most likely to be used on regular services on the London-Birmingham motorway.

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***SAVES***  
**MONEY**

The Commer tractor is powered by the amazingly economical Rootes 105 b.h.p. diesel—a silent, powerful and reliable engine that is very easily maintained. Longer life, due to the advanced but simple design, means more “on-the-road” hours between major overhauls.

***SAVES***  
**DRIVER FATIGUE**

The new all-steel three-seater cab is spacious, comfortable and quiet. Special insulation damps ‘underfloor’ engine noise, at the same time keeping the interior fresh and cool, and reducing driving fatigue to a minimum.

***SAVES***  
**IDLING TIME**

Quickly detachable trailers obviate costly ‘standstill’ time—the tractor can be constantly employed while trailers are being loaded or unloaded.

# COMMER

**10-11 and 12 TON  
TRACTOR-TRAILERS**

**with ROOTES DIESEL POWER ensures maximum m.p.g.**

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R29



## The meaning of **SMITHS** TO DUPLÉ COACH OPERATORS

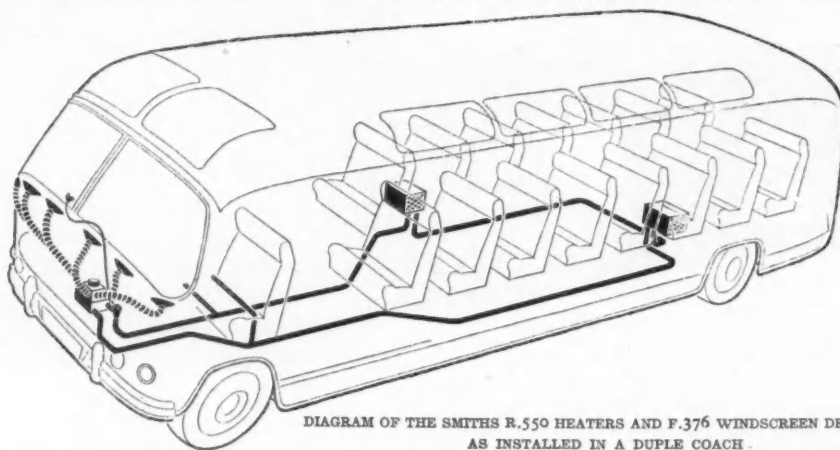


DIAGRAM OF THE SMITHS R.550 HEATERS AND F.376 WINDSCREEN DE-MISTER  
AS INSTALLED IN A DUPLÉ COACH.



THE BEDFORD SUPER-VEGA



THE COMMER LUXURY COACH



THE BRITANNIA



THE DONINGTON

### ◀ Four outstanding examples of Duple's splendid 1959 designs

The high reputation of British coach-travel is enhanced by Duple luxury coachwork, and part of the luxury is provided by SMITHS.

Travellers in Duple coaches are always comfortable, even in the severest conditions on exacting Continental tours—SMITHS Coach Heaters, designed and made by Britain's vehicle-heating experts, keep coaches at an even, pleasant temperature inside, however deep the snow is outside.

The drivers of Duple coaches also owe a lot to SMITHS. They are kept comfortable and alert, and SMITHS built-in de-misters keep the windscreen clear at all times. The passengers are safer, and the strain of driving is reduced.

Incidentally, SMITHS de-misting equipment is indispensable to the up-to-date coach-operator who specifies fixed windscreens.

The coach radio and passenger address installation in a Duple coach also comes from SMITHS—it's SMITHS Radiomobile equipment designed *specifically* for this important job.

# SMITHS

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experience. It will then be essential to consider the form in which power is developed, in addition to maximum power, gear ratios in relation to changes in frontal area, and the value of vehicle momentum when approaching a gradient relative to wind resistance.

These additional factors will be dealt with in a later article; they will show the extreme importance of evolving the most suitable formula for co-relating maximum engine power, maximum torque in the normal m.p.h. range, gear ratios, load, wind resistance and rolling resistance.

### Guessing Wind Resistance

Whilst rolling resistance on a typical road surface can be calculated fairly accurately, wind resistance must be assessed by intelligent guesswork, based on the known performance of the vehicle carrying a full load. Changes in the shape of a load, as well as its frontal area, can cause large variations in wind resistance, and in the case of high resistance the reduction in speed may in practice be greater than the theoretical loss because the final-drive ratio is not suitable.

If a 24-ton-gross eight-wheeler were credited with a speed of 35 m.p.h. in top gear when the power unit was developing a maximum 125 b.h.p., this would imply that the load was excessively bulky, or that the chassis was equipped with a high van body. The vehicle would be restricted by the governor to a speed of 35 m.p.h. when carrying a low load because a higher gear ratio was not available.

If the engine were developing its full power of 125 b.h.p. at 35 m.p.h., the engine-output equivalent of rolling resistance on the level would be around 54 h.p., and wind resistance would absorb about 65 b.h.p., giving a total of 119 b.h.p. The difference between the power required and the rated b.h.p. of 125 represents a transmission loss of about 5 per cent.

### Transmission Loss

Despite the relatively low speed of the vehicle, wind resistance exceeds rolling resistance, and the vehicle will be operating above its critical speed when carrying a high load. If it were decided to increase maximum speed to 45 m.p.h., it would be necessary to raise the output to about 190 b.h.p., which would provide a total traction h.p. of 181.

Of this, 75 h.p. would be absorbed by rolling resistance, whilst wind resistance would account for 106 h.p. A speed of 55 m.p.h. would require an engine developing 272 b.h.p., and in this case the wind resistance equivalent

of 160 h.p. would compare with a rolling resistance equivalent of 98.

These figures provide greater interest if they are matched against those derived from the hypothetical performance of an articulated six-wheeler of 20 tons gross weight, and capable of attaining a speed of 45 m.p.h. when the engine is developing its peak rated output of 110 b.h.p.

Although nominally the two vehicles are not dissimilar with regard to the load-speed factors involved, and equivalent frontal areas would create a similar wind resistance, the performance quoted for the articulated vehicle indicates that windage losses are unusually low. It should be emphasized that the performance of the six-wheeler represents an extreme case, in that the windage losses are appreciably reduced compared with the power which would normally be absorbed by resistance to a vehicle with a concentrated flat load.

In practice, a load which corresponds to cab height at the front and is reasonably streamlined would offer less resistance than the flat load, because it would reduce the vacuum drag behind the cab. Any large discrepancy between these statements and practical results is probably attributable to unsuitable gear ratios.

### Critical Speed Over 80 m.p.h.

At 45 m.p.h. rolling resistance would account for 62 h.p. and wind resistance for approximately 43 h.p., the total of 105 h.p. showing that 5 h.p. is lost in the transmission. This vehicle would not attain its critical speed until it exceeded 80 m.p.h., at which an engine output of 286 b.h.p. would be required.

A speed of 55 m.p.h. could be provided by a rated output of 153 b.h.p., comprising a rolling resistance equivalent to 82 b.h.p., a loss to wind resistance of 63 b.h.p. and a sacrifice of 8 h.p. in the transmission. When travelling at the maximum speed of the eight-wheeler (35 m.p.h.) rolling resistance would account for 45 b.h.p. and wind resistance would absorb about 26 h.p., which stand in strong contrast to the performance equivalents of the eight-wheeler and show that very careful attention must be paid to wind resistance when considering the most appropriate gear ratios.

If the wind resistance of the six-wheeler equalled that of the eight-wheeler an engine output of 110 b.h.p. would provide a maximum speed of less than 33 m.p.h., and an output of some 250 b.h.p. would be required for a speed of 55 m.p.h.

Carrying a load which created a wind resistance equal to the average of the resistance values of the two

vehicles, an engine output of 110 b.h.p. would give a top speed of about 37 m.p.h. This would be slightly above the critical speed, and comparisons with the other hypothetical results quoted indicates the extent to which wind resistance can absorb power, sometimes unnecessarily.

Not until facilities become available for wind-tunnel tests of complete vehicles will it be possible to analyse the effects of cab and body shape on wind resistance and of the large variations associated with different forms of load in the case of a platform vehicle.

### Eight-wheeler on Hills

Reverting to power required for hill-climbing, reference to Fig. 1 shows that an engine output of 125 b.h.p. will enable the maximum-load eight-wheeler to climb a gradient of 1 in 10 at a speed of 7½ m.p.h. It also indicates that if the power available were increased by half to 187.5 b.h.p. the vehicle could climb this gradient at a speed of about 11 m.p.h., representing a gain in speed of some 50 per cent.

These results may be compared with the value of raising the engine output a similar amount in terms of maximum speed on the level. In this case the speed potential of the vehicle is increased from 35 m.p.h. to about 45 m.p.h., a proportionate gain of less than 30 per cent.

It is also important to note that a greater improvement in power output would give a proportionate gain when the vehicle was climbing a 1-in-10 gradient, a speed of 15 m.p.h. being provided by an output of 250 b.h.p. When employed to raise the maximum speed on a level road, the highest attainable rate would be little more than 51 m.p.h., an overall gain of approximately 50 per cent. compared with the 100 per cent. advantage when climbing steep gradients.

### "Artic" Performance

An analysis of the performance curves of the six-wheeled articulated outfit (Fig. 2) indicates that the standard power output of 110 b.h.p. provides a road speed of slightly more than 8 m.p.h. on a gradient of 1 in 10 and that increasing the output by half should enable the vehicle to climb at a speed slightly in excess of 12 m.p.h.

This also represents an m.p.h. gain proportionate to the increase in b.h.p., and a similar proportionate gain applies to doubling the output, which gives a speed of around 16 m.p.h.

On the level the much more favourable wind resistance of the 20-ton-gross vehicle would enable advantages to be obtained by increases in power

output comparable proportionately to the improvements provided in the case of the eight-wheeler. Much smaller gains would normally be expected because of the higher operating speeds; if it were necessary that the eight-wheeler should operate at 68 m.p.h. the power output would have to be increased to around 500 b.h.p.

Charts of the London-Birmingham motorway show that up gradients on the outward run from London of less than 1 in 300 account for about 17 miles and that down gradients total about 13 miles, the remaining 25 miles being substantially flat. An assessment based on a division of the motorway into sections of various lengths, so that each section is of substantially uniform gradient, shows that six miles on the outward run will involve climbing gradients steeper than 1 in 100, the maximum gradient being 1 in 45 for a distance of 1,200 yd.

#### Average Gradient 1 in 70

On the return journey a vehicle will climb gradients steeper than 1 in 100 for nearly nine miles, the steepest section of 1 in 34 covering a distance of about 600 yd. In both cases the average gradient for the distances quoted is about 1 in 70.

Some indication of the speed potential on gradients in this category of the types of vehicle under review may be assessed by obtaining the theoretical total power required on gradients of 1 in 40 and 1 in 100, as shown by the performance curves.

For example, if the eight-wheeler were required to operate at its rated speed of 35 m.p.h. on a gradient of 1 in 100 it would be necessary to increase engine output by 30 per cent. from 125 b.h.p. to 170 b.h.p. The power required for this speed on a gradient of 1 in 40 would involve an increase of 104 per cent. to 255 b.h.p.

The rated power of 125 b.h.p. would provide a speed of about 29 m.p.h. on a gradient of 1 in 100 and about 20 m.p.h. on a gradient of 1 in 40. In practice, average speeds on the gradients would be higher if the sections were approached at the vehicles' maximum speeds, because the momentum or inertia would add to the effective power available for at least a proportion of the distance.

The 20-ton six-wheeler would require an output of about 155 b.h.p. for climbing a gradient of 1 in 100, compared with 110 b.h.p. for its rated speed of 45 m.p.h. on the level (an increase of about 41 per cent.). If no sacrifice were to be made when climbing a gradient of 1 in 40 it would be necessary to equip the vehicle with an engine producing 250 b.h.p., an increase of approximately 140 per cent.

It will be seen that the increments in power to maintain the speed of the six-wheeler when climbing the gradients mentioned are greater proportionately than those applicable to the eight-wheeler, despite the higher rating of the lighter vehicle. This is explained by the greater wind resistance of the eight-wheeler and the

higher proportionate increase in the power available for hill-climbing when the road speed is reduced.

These background technicalities represent an over-simplification of the many variables involved in assessing the performance of a vehicle. To many they may appear to be an over-elaboration. They undoubtedly reveal the urgent need for scientific research for analysing wind-resistance factors and the ways in which greater use can be made of available power output.

The value of full exploitation of power will be the more necessary if engines of much greater output are fitted to vehicles engaged in motorway services, because efficiency is measured in fuel economy as well as power.

#### Power-curve Change

Such research may also involve extensive development work in connection with the form of power curve required by a typical oil engine. The much-vaunted ability of the oil engine to produce a high torque at low speeds may lose its value when challenged by a performance characteristic giving higher torque values at high speed, which would greatly enhance the vehicle's climbing ability on lesser gradients, without employing a large number of gear ratios.

It is significant that turbocharged engines are being fitted to vehicles undergoing tests at continuous high speeds. Turbocharging may enable greater use to be made of the power available as well as, or as an alternative to, raising the maximum power.

## Well-lit Roads = Non-skid Surfaces

THERE was a common factor in both an efficiently illuminated roadway and a non-skid surface. Dr. W. H. Glanville, director of the Road Research Laboratory, made this point when he delivered his paper, "Light and road safety," to the Illuminating Engineering Society in London last week.

It was explained that the old fine-textured road surface of smooth compressed asphalt produced a surface that gave rise to more skidding and was not conducive to safe illumination.

This was even more apparent when the surface was wet, for flooding of the road, because of the fine nature of the compressed asphalt, produced a deceptive and streaky lighting effect.

The medium-grade surface, obtained by the use of modern rolled asphalt was far more satisfactory. Tests at the Laboratory had been made with a photometer to measure the preferential reflection of road surfaces. Tests were also conducted with an adapted car, incorporating a fifth wheel mounted in an offset position.

This apparatus measured the amount

of sideways co-efficient and had proved that the medium-grade surface was less prone to produce skidding. This also reduced flooding, gave rubber tyres less opportunity to scuff, and thereby polish the surface, and gave the most acceptable medium for safer street illumination.

It was claimed that the benefits of lighting modernization were fully justified on a purely economic ground. Even when the humanitarian factor of the reduced number of injuries was temporarily forgotten, statistics collected from 64 selected sites showed that modernization schemes paid for themselves.

Figures showed that whilst the number of accidents during daylight rose by 14 per cent., at night on the same stretches of road subjected to modern lighting techniques the accident rate had declined by 20 per cent.

"How to eliminate dazzle and still see" was how Dr. Glanville summarized the problem of vehicle lighting. He stated that headlight systems were among the most neglected items of equipment on vehicles in this country.

Reference was made to the Anglo-American, the European and the latest unified European beams. Various tests at the Laboratory had shown that 90 per cent. of drivers preferred to drive behind a white beam rather than a yellow, even if they preferred to meet a yellow light.

Experts considered that visibility was equally good using the white Anglo-American beam or the yellow European beam, bearing in mind the different main-beam dipping techniques of the two systems.

Polarized lighting systems and vehicle glazing presented far greater problems, observed Dr. Glanville. He quoted the result of experiments conducted in the U.S.A. where, he said, it had been estimated that the introduction of a polarized system would add £100 to vehicle cost.

The suggestion had been made, he said, that if new vehicles were fitted with a polarized system, pure economics would prevent full benefit being received by all for at least seven years. In the interim it was obvious that variations from a polarized standard would be dangerous.

# HALF-A-MILLION MILES AND NOT A SINGLE BREAKDOWN!

*"Our A.E.C. 'Reliance' fleet has  
best year ever"* SAY SHEFFIELD UNITED TOURS.

Half-a-million miles through Great Britain and Europe without a breakdown—think what this means in terms of full-time earnings! Think what it means in cash and time saved on repairs, in valuable build-up of prestige with passengers, in competitive earning power. This has been the profitable experience of Sheffield United Tours, who now operate 78 "Reliances" in a 100 A.E.C. vehicle fleet. For a standard of reliability and long service that is unequalled by any other single-decker the A.E.C. "Reliance" is your vehicle, *proved* in service again and again.



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# “RELIANCE”



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# This is my life...

says Mr. Tyresoles



**1934**

Rock-a-bye, Baby! In '34  
Nobody knows what lies in store  
I'm just a brain-child, bright but untried  
What do the mists of the future hide?



**1935-1938**

Little Boy Scout—now I'm getting around,  
Building, expanding, breaking new ground  
Taking the motoring world en-tyre  
Remoulding it nearer to heart's desire.

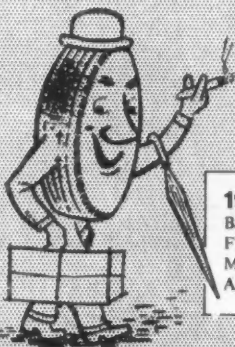


**1939-1945**

War is upon us! And off I go  
Desert and battlefield, sun and snow  
Servicing wheels with a sturdy tread  
Keeping them fit for the miles ahead.

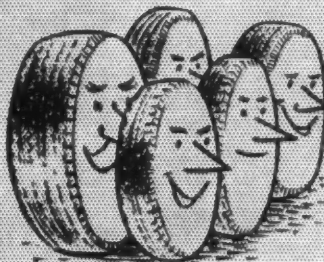
## TYRESOLES

Leaders in retreading for 25 years!..  
and still leading.



**1946**

Back into civvies—a sterling chap  
Fighting inflation, the old dollar gap  
Making the mileage grow more, not less  
All with the blessing of M.O.S.



**1949**

Wee Willie Wyresoles now comes to town  
Just like his pa—but claws in his crown!  
L.R.J., Weathersoles, born without fuss  
I'm a proud parent—TYRESOLES PLUS!



**1959**

Twenty-five years! I'm now in my prime  
Young and still growing, mellowed with time  
Here's to those years of expansion and drive  
Family and friends—and the next twenty-five!

## New Equipment and Publications

# Locating Elusive Noises

**A**N effective means for tracing the source of extraneous noises in vehicle chassis and bodywork is provided by the Sound Locator manufactured by Qualitec (Engineers), Ltd., Hillbottom Road, Sands, High Wycombe, Bucks. The apparatus consists of two matched microphones carried on 1-ft.-long flexible arms attached to magnetic bases. The microphones are connected by long leads to an amplifier which incorporates a transistor and operates off a small dry battery. A control unit comprising a two-way switch for the microphones, a volume control and an on-off switch is embodied in the amplifier, the output from which is fed to head-

lamps to give amber illumination. This is a translucent substance, known as Fog-cote, which is brushed on to the headlamp lens to form a semi-permanent amber coating. It is claimed that the use of Fog-cote does not lessen the headlamp range or intensity to an appreciable extent. The lacquer is supplied with a brush and costs 3s. 6d.

An emergency silencer repair kit costing 3s. 10d. is another addition to the Holt range. The Gun Gum Silencer Bandage Kit, as it is known, consists of an impregnated woven strip 2 ft. long and 2 in. wide and a length of metal foil. When dealing with a large hole in the silencer the foil is placed over the aperture and the woven strip, having been soaked in methylated spirits or water, is placed around it and wired into position. The repair becomes "cured" by the heat of the exhaust system.

In operation the microphones are placed as close as possible to the source of the suspected noise. When this noise is induced by driving the vehicle or by other means the two-way switch is flicked alternately from one microphone to the other and whichever microphone is nearest to the seat of the trouble will pick up the loudest signal. The microphone receiving the weakest response is then moved towards the other until an equal signal is received on both. When this stage is reached the microphones are equi-distant from the noise source which can then be pin-pointed.

Also the Sound Locator can be used manually as a stethoscope to trace the location of engine noises, for example. It is supplied in a wooden cabinet for £24 4s. by post.

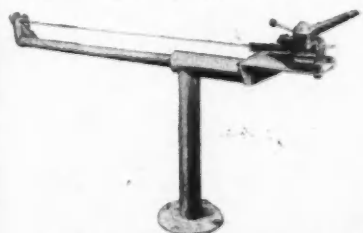
## Tube Bender

**A**N addition to the range of Staffa tube bending appliances manufactured by Chamberlain Industries, Ltd., Leyton, London, E.10, is a mandrel-type hand-operated model for bending tubes with outside diameters from  $\frac{1}{4}$  in. to 1 in.

The machine can be supplied for bench mounting or with a special stand to allow easy forming of intricate shapes. It is capable of bending steel tubes to radii equal to twice, or in certain cases  $1\frac{1}{2}$  times, the tube diameter.

## Forever Amber

**A**S a driving aid in fog, Holt Products, Ltd., New Addington, Surrey, offer a simple means of converting normal



The Staffa hand-operated tube bender will cope with tubes having outside diameters from  $\frac{1}{4}$  in. to 1 in. It can be bench-mounted or fitted to a special stand.

headlamps to give amber illumination. This is a translucent substance, known as Fog-cote, which is brushed on to the headlamp lens to form a semi-permanent amber coating. It is claimed that the use of Fog-cote does not lessen the headlamp range or intensity to an appreciable extent. The lacquer is supplied with a brush and costs 3s. 6d.

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## Sealed-beam Headlamps

**G**REATER aiming accuracy than is possible with pre-focus bulbs is offered by a sealed-beam headlamp unit manufactured by Joseph Lucas, Ltd., Great King Street, Birmingham, 19. In this lamp the bulb and the whole headlamp unit become one with the double transverse filament and bulb shield sealed to the back of the lamp so that the whole unit becomes, in effect, a very large bulb.

Aiming of the lamp is adjusted by the disposition of glass studs moulded on to the front of the lens. In addition to greater accuracy it is claimed that with the sealed-beam unit the quality of light will not deteriorate as quickly as that from small bulbs and that the light available from a filament of given wattage will be dispersed more effectively. Initially, the lamp will be available in a 7-in.-diameter version only for fitting as original equipment.

## Hose Clamp

**A**VAILABLE from Matchless Machines, Ltd., London, W.1, are O-shaped clamps manufactured by Hans Oetiker, Hergen, Switzerland. The clamp consists of a wide circular band with two or three lugs depending on its size. It is placed around the hose and the lugs are crimped together with special pincers. To remove the clip a lug is snipped off with the same tool.

## Piston Heater

**T**O assist in removing gudgeon pins from pistons, Eltron (London), Ltd., Strathmore Road, Croydon, Surrey, offer an electrical piston heater. It consists



(Above) This Swiss hose clamp is offered by Matchless Machines, Ltd. It is compressed on to the hose by crimping its lugs. (Right) The Wipac Chargemobile battery charger is designed for permanent attachment to a vehicle and provides a charging rate of 1 to  $1\frac{1}{2}$  amp.

of a handle and control unit to which is attached a tubular element formed into a spiral. The heater operates from the main supply at a loading of 450 watts. In operation the spiral element is placed around the piston for a few minutes expanding it to release the gudgeon pin. The unit costs £4 15s.

## Tall Door

**A**N overhead folding door produced by Westland Engineers, Ltd., Yeovil, Somerset, is designed for fitting to high openings in garages and industrial buildings. The door, which is known as the Welfold, consists of two panels hinged together horizontally across the centre line. Both panels are counter-balanced and fold together when the door is open, reducing the overall projection both inside and outside the building.

Installation of the Welfold places no load on the door lintel and neither sidewall nor roof fixings are required. Movement of the door is controlled by vertical steel tracks and by pivoted arms attached to the top panel and the door jams.

## Mobile Charger

**A**BATTERY charger made by the Wipac Group, Bletchley, Bucks, can be attached permanently to a vehicle. It costs £2 15s., and is similar in appearance and dimensions to a standard ignition coil. It is known as the Chargemobile and will provide a charging rate of 1 to  $1\frac{1}{2}$  amp. when connected to a mains supply of 220 v. to 250 v.

The battery charger works automatically and requires no regulation. It is oil-filled for durability and, by means of a two-pin reversible plug which incorporates a fuse, can be employed for 6-v. or 12-v. systems.

## Omnibus Edition

**F**OR the first time the Modern Car Easy Guide series of six separate booklets is now available in one stiff-covered omnibus edition. The 318-page work is published by Temple Press Limited, Bowling Green Lane, London, E.C.1, and covers in detail the component parts of the modern car with a lucid explanatory text and numerous diagrams. It is good value at 10s. 6d.



(Left to right) Standing: Mr. R. G. Crowther, a past chairman, Mr. E. W. Russell, executive secretary, and Mr. N. T. O'Reilly, vice-chairman. Sitting: Mr. J. B. Mitchell, vice-chairman, Mr. R. N. Ingram, chairman, and Mr. H. H. Crow, vice-chairman.

### R.H.A. Conference

WITH the security of the industry guaranteed for at least five years the Road Haulage Association's conference at Bournemouth on Tuesday and Wednesday might have been an anti-climax. In fact the attendance was a record. There was ample evidence, too, of a keenness among members to grapple with urgent domestic problems free from political anxiety.

The opening statement by Mr. R. N. Ingram, national chairman (reported on page 403), set the tone of the proceedings—no jibes at the defeated Socialists and no fulsome self-congratulation, but a sober realization that the industry still has many internal problems requiring solution.

### **Opposition to Railways**

THE first of 17 resolutions on the agenda complained about "the Government's policy of protection of the railways as instanced by the Government loans for railway modernization and financing of trading losses."

Mr. D. H. McVeigh (East Midland Area), who proposed the motion, related the sorry history of discriminatory taxation against road transport, despite which the industry had largely re-

equipped itself since 1954 and had proved itself to be the most efficient system of transport.

Although the British Transport Commission seemed to share a common purse with the Exchequer, their performance lagged far behind that of road transport. After Mr. H. Bradshaw (East Midland Area) had seconded the motion, it was carried without discussion.

Members decided by a large majority that advertising on behalf of free-enterprise hauliers should be continued next year in trade journals. None of the seven speakers suggested, however, how the money was to be raised.

Mr. W. J. Duckham proposed the resolution and Mr. F. H. Hiscox seconded, to be followed by the only dissenter—Mr. J. Holden (North Western [Eastern] Area).

He pointed out that the amount subscribed to the pre-Election publicity campaign equalled only about half the annual subscription income of the Association. Customers had already decided whom they wished to carry their goods, and the money should be spent in more profitable ways.

Mr. N. T. O'Reilly, vice-chairman and chairman of the finance committee, gave a warning that the cost of the pre-

Election campaign could not be measured by the subscribed income because many hauliers had paid for their own advertising.

Mr. A. R. Butt (West Midlands) who supported the idea, pointed out that advertising would create not one more ton of traffic, but would merely transfer goods from one agency to another. Hauliers did not wish to abstract traffic from the railways or British Road Services—they wanted the business now passing in C-licence vehicles.

He criticized the costing systems of most C-licensees and said that hauliers must prove that they could give more economic service.

Following naturally from the previous resolution, a motion proposing that the

## Association Resume The

By  
**A. E. Sherlock-Mesher**



Mr. W. J. Tancock and Mr. F. G. Heale, both members of the Devon and Cornwall Area.

R.H.A., in conjunction with the Federation of British Industries, Association of British Chambers of Commerce and other appropriate bodies, should establish national and regional consultative committees was carried without any discussion.

Mr. A. Ramage, chairman of the Scottish Area, pointed out that the only existing contact between hauliers and trade and industry locally was through the haphazard and often ineffective appointment of hauliers to transport committees of chambers of commerce.

Nationally the sole link was through "the occasional exchange of rather academic views on a number of



(Left) Mr. W. Bingley, a hardy annual from Yorkshire, Mr. R. Pearson and Mr. H. Booth of Sheffield. (Right) Mr. F. Turner, Mr. G. C. Goodier and Mr. E. W. Larman.





hypothetical problems." He wanted to see active regular and practical co-operation such as had been practised in tackling difficulties over dock delays.

He thought liaison could be employed to find work for idle vehicles. It could facilitate an exchange of views and promote ideas on handling goods, the avoidance of terminal delays and the design of vehicles. It might also be used to inaugurate transport services over little-used routes, and assist in the development of international road transport.

He thought it was more sensible and necessary for the R.H.A. to work with bodies representing customers than to liaise with their competitors, the B.T.C.

On a count of hands, a motion urging the Association to help members to work

more closely together, particularly to gain traffic now handed out in bulk, was lost. Mr. F. Rudman, the proposer, pointed out that traffic was moving increasingly in blocks.

The clearing house recently established by hauliers in the North Western Area (Road Haulage, Manchester, Ltd.) had during the past 14 days been asked to quote for blocks of traffic amounting to 1,500, 5,000 and 17,000 tons.

Speaking with great confidence to an audience mainly of men, Mrs. D. G. Parkin complained of unscrupulous clearing houses and urged hauliers in other areas to form "combines" similar to that recently established in the north-west.

Mr. A. R. Butt replied that clearing houses would also be asked to quote for

the blocks of traffic mentioned by Mr. Rudman, and if the hauliers' organization secured the business, they would do so only by undercutting the clearing houses.

Small men who allied themselves to groups would lose their identities in a few years. Referring to the proposal, he said: "I wouldn't touch it with a barge pole."

His colleague from the West Midlands, Mr. J. S. Wright, who favoured the proposal, pointed out that a group was formed in Wolverhampton at the beginning of the war and commanded 3,000 vehicles. Until it ceased trading in 1950, it paid a regular dividend of 10 per cent.

Mr. W. Bingley (Yorkshire) said that nationally the idea would be "a complete flop." On the other hand, there had been a group in Sheffield since 1920 and it had paid a good dividend every year.

An evergreen topic—that clearing houses should be licensed—was introduced by Mr. J. Hewson (Yorkshire

## Time Their Housekeeping



Mr. H. Parker and Mr. H. Wilson, both travelled down to Bournemouth from the East Midlands Area.



Mr. C. Williams, from South Wales, and Mr. A. Thompson, a Metropolitan and South Eastern Area member.



Mr. A. E. Drain, chairman of the Metropolitan and South Eastern Area, with Mr. Ralph Cropper.

## How To Foil Thieves

**PUBLIC** apathy towards crime was the biggest bugbear of the police, said Chief Supt. E. Daws, of Scotland Yard. As evidence he quoted a questionnaire on security sent by the R.H.A. to 17,000 members. It elicited 101 replies, of which 45 were "nil returns."

Mr. Daws emphasized that the thief was always in a hurry, and one of the main objects was to delay him. He gave several pointers to security, the first of which was to erase numbers from ignition and door locks. The second was to make sure that employees were honest.

As an example, he quoted the action taken by a member of the R.H.A. vehicles security committee. This operator checked the references of every applicant for the past six years and would not employ anyone who had had a break in service or a doubtful record.

All drivers were highly paid. As a starting salary they received 4s. a week above the statutory rate. Drivers of vehicles over 3 tons were paid the rate for drivers of vehicles above 5 tons, plus the extra 4s.

During the first three years of service,

each driver received an annual increment of 2s. 6d. a week. In addition, he received a bonus of £1 2s. 6d. a week, which could be withheld for periods normally from 1-12 weeks if the man neglected to take normal precautions.

The operators' vehicles were mainly boxvans and the rear roller shutter had a Klaxon alarm. There was no number on the ignition switch, which was replaced by a pair of dials with 144 combinations. When the driver left his vehicle, he scrambled the dials.

If any unauthorized person had the correct ignition key and inserted it in the switch, a siren sounded immediately and the starter was immobilized. The driver set the dials to his own code before leaving the depot, wrote it on a form, put it in a sealed envelope and initialled the flap of the envelope. Only he knew how to start the vehicle.

If a driver left the company, the ignition switch was changed and the dials were recoded. Drivers were rewarded if they prevented thefts from their own or any other vehicles.

The speaker explained an excellent

mutual-aid scheme operated on a factory estate at Park Royal where there were 860 factories, and where there had only been one case of breaking and entering since the plan was inaugurated. Factories were divided into small groups and at set intervals the watchmen telephoned one another. If no call were received within a specified time, the watchman who was expecting it called the police.

Pointing out that warehouses were as strong only as the weakest point, Mr. Daws advised operators to be aware of asbestos sheets on roofs which could be removed. Bars on windows should be placed in two directions, otherwise they could be stretched. Lifting gear as well as vehicles should be immobilized.

The police believed in silent burglar alarms, which warned them but not the thief. In the first six months of this year, there were in London 8,281 calls by silent alarms of which 8,038 were false. But the 243 genuine calls resulted in 143 arrests.

Warning delegates of dangers attendant upon the collection of wages, Mr. Daws demonstrated a thief-cheating jerkin in the lining of which the equivalent of £4,000 in notes could be concealed without exciting attention.



[Hull]), but a motion to this effect was lost. Mr. A. J. Dale (West Midlands) suggested instead that clearing houses should be registered by an approval committee formed by the R.H.A., perhaps with the co-operation of other bodies. This amendment was thrown out on a recount by four votes.

Mr. Hewson agreed that good clearing houses were necessary, but complained that bucket shops had grown up all over the country and hauliers were entitled to protection against them. Many of these organizations exacted more than 10-per-cent. commission and took a year to pay, and then perhaps only after repeated demands and threats. Still worse were the houses that were closed after a few months without paying at all.

Perhaps Mr. Rudman put his finger on the spot when he said that if licensing were introduced, every existing clearing house would have to be granted a licence and a protection ring would be formed for those very organizations of which hauliers were complaining.

Mr. J. W. Ellis (Metropolitan and South-Eastern Area), a former chairman of the National Conference of Road Transport Clearing Houses, was in favour of registration of clearing houses by the Licensing Authorities.

## High-speed Session

**D**URING a high-speed session on Tuesday afternoon, six resolutions were passed without discussion. One was that fares to and from work should be allowable against income tax. Another was that all obstructions, such as trees and lighting standards, should be removed from the verges of trunk roads.

A third called for the use by the Ministry of Transport only of weighing machines accommodating two wheels of a vehicle instead of one. Delegates agreed that oil-fuel records were an unreasonable responsibility.

A hardy annual also accepted without debate urged that employers should not be guilty of an offence if they had done everything possible to prevent breaches of the law on drivers' hours and records. The Ministry were also urged to enforce the regulations governing C-hiring to ensure that drivers were properly employed by the licence-holder.

Delegates decided against the use of parking meters to speed up the flow of traffic, as proposed by Mr. Ralph Cropper (Metropolitan and South Eastern), but decided instead that parking sites should be provided. Mr. C. Collins (West Midlands) was responsible for the amendment, backed by Mr. L. R. Robson (Southern Area).

A proposal expressing dissatisfaction with the knock-for-knock agreement practised by insurance companies was lost after Mr. L. A. Bennett, chairman of the insurance panel of the National Road Transport Federation, had pointed out that if the system were abandoned, premiums might have to be doubled because of the high cost of litigation.

There would also be delay in repairing vehicles. Mr. A. C. W. Neely (West Midlands) who proposed the motion, complained bitterly of the disparity between insurance premiums on A- and C-licence vehicles.

Although they undoubtedly did not understand the implications, delegates carried by a majority a resolution urging the Association to press for a new system of vehicle taxation based on maximum gross weights of goods vehicles, as determined by the manufacturers.

The proposer, Mr. T. Weatherhogg (West Midlands), who complained that his original resolution had been mutilated, suggested that every prototype vehicle should be submitted to the Ministry for

### SECURITY SHOW

*THE vehicles security committee of the R.H.A. hope to organize an exhibition of immobilizing and warning devices in London in December.*

certification. It should be tested with a 50-per-cent. overload. He thought taxation on gross weight would promote safety and prevent overloading.

A resolution deploring the interpretation placed on the phrase "normal user" and urging that the position of A-licence holders originally established under the 1933 Act should be restored, was carried after a sketchy discussion. The importance of the subject deserved a better fate. Mr. Collins said that exaggerated use was being made of Section 9 (4) of the 1953 Act by fanatical Licensing Authorities.

Mr. A. R. Butt was not so convinced. He said that there had been no unanimity, even among members of the R.H.A. licensing committee on the question of whether A-licence vehicles should be allowed to carry any traffic anywhere. Some thought normal user was a protection.

Mr. J. H. Male (West Midlands) was all in favour of freedom, but thought that hauliers should make greater use of their power of objection. Mr. R. A. C. Smith (North West [Western] Area) called for greater uniformity of opinion on normal user by the Authorities.

By a majority, delegates decided against a system under which applicants and objectors in cases concerning new or extended carriers' licences should be required to pay a deposit to the Authority and forfeit part of it if the application proved to be frivolous or vexatious, or if the objector failed without good reason to appear at the inquiry.

Mr. Percy May (Metropolitan and South Eastern Area) proposed the motion. Mr. J. H. G. Penfold, also from the Metropolis, who supported Mr. May, said he had spent more than £100 on appearances as an objector in cases in which the applicants had failed to appear.

Mr. A. J. Dale wanted a complete inquiry into the licensing system. Without discussing the matter, delegates threw

out a plea that statutory attendants should be unnecessary on a vehicle and trailer outfit in which the trailer had twin-line air brakes and emergency stop valves or automatic braking devices.

## "Biggest Swindle"

**T**HE conference was brought to a stimulating and hilarious climax on Wednesday by a Brains Trust headed by Mr. Freddie Grisewood. The members were Mr. Mark Hewitson, Lab. M.P. for Hull West, Mr. Charles Curran, the new Conservative M.P. for Uxbridge, Mr. Dominic le Foe, a Liberal sympathizer, and Mr. Hugo O'Hear, "a reluctant Tory."

Replying to Mr. J. S. Wright, who asked whether the amount spent on the roads should bear a closer relationship to the sum collected in taxes from road users, Mr. O'Hear said that motor taxation was the biggest swindle ever perpetrated. The roads must match the country's production.

Mr. Hewitson favoured a national road board with powers of compulsory acquisition of land. The bulk of the country's production could, he said, be carried by road if the roads were provided.

Mr. Curran replied that it was nonsense to say that all vehicle taxation should be devoted to the roads. "You can't get something for nothing even if you call it nationalization," he commented.

## Support for Industry

**S**PEAKING at the Association's dinner on Wednesday, Mr. R. N. Ingram, national chairman, expressed gratification at the widespread support accorded to the road haulage industry during the Election campaign. Hauliers had received sympathy and often active support from their own workers, as well as from practically the whole of trade and industry. Representatives of the British Transport Commission, of the Labour Party and road haulage workers had, in conversation with him, hinted or even expressly stated that they had no wish to see the industry renationalized, but some of them were bound to follow the party line.

Mr. Ingram said that the R.H.A. would do everything possible to correct such faults as had been found in the industry. Referring to congestion in large towns, he said that hauliers were playing their part in solving the problem by ensuring that the maximum use was made of their vehicles.

The Association had no intention of inflicting a rigid system of charges on trade and industry, but they said that there were minimum rates below which it was impossible for a haulage business to remain healthy.

The need to take united action against an external threat had given the industry an increasing awareness of itself. The Association's task for the future was to foster this consciousness of the importance of the industry.

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**Political Commentary****By JANUS**

# Après la Guerre

**W**HETHER or not there was a political motive somewhere in the background, the recent survey carried out by the Traders Road Transport Association among members has thoroughly justified itself. One adverse criticism is that there are no figures of tonnage carried or miles covered (not to mention ton-mileage), which would have provided the best opportunity of comparison with the similar survey that the Ministry of Transport published a few months ago. There is no lack of other statistics, and combined with what other information there is in the Ministry survey they make it possible for the first time to present a detailed and accurate picture of the country's C-licensed fleet.

There are now well over 1m. vehicles in the fleet, and it is surprising how little has previously been known about the varying purposes that those vehicles serve. No less than 15 per cent. of the vehicles in the T.R.T.A. survey carry no load of any consequence, although the law requires that they should be operated under C licence. Some are used for service or maintenance, and others by travellers and representatives. The survey also reveals a high percentage (28) of specially constructed or fitted vehicles. Less than half the total of nearly 100,000 vehicles covered by the inquiry can be described as standard load-carrying vehicles, and many of them, the survey comments somewhat obscurely, "are used in a specialized manner."

The haulier and the British Transport Commission may find much to interest them in the reasons given by T.R.T.A. members for using their own vehicles rather than those of a professional carrier. Cost was important but not at the top of the list. "Speed of delivery and certainty of timing" were considered more vital. The survey presses the point home by saying that most of all the trader wishes to deliver his goods punctually and in perfect condition, and tries to work to planning production schedules which depend upon the accurate and swift flow of goods.

**Prompt Delivery**

Somewhat unexpectedly, the survey continues: "Control over his own vehicles also means that a trader is more favourably placed to effect prompt delivery in an emergency, or in cases where his transport requirements cannot be foreseen in detail far in advance." It has usually been stated or assumed that in circumstances of this kind the professional carrier is called in. One of his constant complaints, in fact (particularly if he happens to be a railwayman), is that the public, including trade and industry, use their own vehicles for general purposes, but expect the public service to be there in an emergency.

Such a radical departure as the T.R.T.A. survey makes from the accepted version must, one would suppose, be supported by facts and figures. No evidence is offered anywhere in the survey. The somewhat casual alternation between well-grounded statement and highly controversial comment can have the unfortunate effect of making the whole exercise seem suspect. One must hasten to add that this would be a false conclusion to draw. The T.R.T.A. have been at great pains to make their statistics as accurate as possible and to set them out impartially.

It is only certain items in the text surrounding the statistics that might with advantage have been omitted. Because the figures are so impressive as they stand, it is a pity that an attempt should have been thought necessary

to make them prove more than they are capable of doing. In its over-anxiety, the document at times succeeds in sounding faintly ridiculous. The first page makes the startling claim: "Traders and manufacturers will always choose, if free to do so, the most efficient means of transport for their requirements." This sounds far too much like an echo from the opposite side of the extravagant boasts once made about the flawless service that would be given once the experts were allowed to run an integrated transport undertaking with the benevolent support of the Labour party.

It would be ironical if, now that the unseemly political squabble over transport has died down, perhaps forever, the T.R.T.A. should proceed to build an Ivory Tower of their own. Fortunately, this is unlikely. The T.R.T.A. issued their survey after the General Election, but it was printed or gone to press some time before the result of the Election was known. For this reason, it reads like a call to arms when the battle is over.

**Threat of Restriction**

Perhaps as there was no urgent need for publication, it might have been better to have delayed a little longer and revised the text. The T.R.T.A. emphasize that they are "strictly non-political," but they may have been wrong in supposing that they would say exactly the same thing whether or not they were faced with a threat of restriction. As a blow for their freedom, the new document could hardly have been improved. As a statement in the calmer atmosphere that (as far as the transport industry is concerned) has followed the Conservative victory at the polls, the document appears somewhat strident.

One of the many bad consequences of the harassing of road transport by the Socialists during the past few years has been the fraying of nerves and the growing tendency of various forms of transport to snap at each other. In this context, the T.R.T.A. survey has a natural place. The B.T.C. have not hesitated to lay the blame for most of their troubles upon the growth in private road transport, and although they have not launched a full-scale attack comparable to the "square deal" campaign just before the war, the possibility was always there. It has been accompanied by an occasional nudge to the haulier, the likely inference being that, instead of a road-rail war or a struggle for traffic between transport under public ownership and under free enterprise, the professionals should make common cause against the "amateurs."

Naturally enough, the T.R.T.A. have wanted to show that the amateur knows what is good for him without being told. In fact, the survey by the Ministry of Transport did this more than adequately, and on this score the T.R.T.A. survey is merely underlining what has already been proved. What is more valuable in the later document is, for example, the more exact information it provides on the kinds of vehicle in operation under C licence, and the kinds of business in which the trader finds it necessary to use his own transport.

The pattern chosen for the survey makes it almost inevitably look like an attack upon, or at the least a severe criticism of, road haulage and the railways. If there had been more time to appreciate the altered circumstances resulting from the Election, a different and more balanced form of presentation might have been preferred.





### Planning for Profit

Hill's Garages (Manchester), Ltd., 80-90 Port Street, Manchester, supplied this Seddon-Thompson 3,200-gal. acid tanker to Murgatroyd's Salt and Chemical Co., Ltd., Elworth, Sandbach, Cheshire. The tank is of mild steel  $\frac{3}{8}$  in. thick, electrically welded. The lining is of hard rubber. Discharge is by gravity aided by a Hammond compressor working at 30 p.s.i. The walkway is a plastics structure made by Seddon.

*A Miscellany of Readers' Inquiries is Dealt with This Week: The Question of Purchase Tax on Utilities Crops Up Again*

## Should a Lorry-crane Have Two Mirrors?

**A** USER is about to take delivery of a lorry-mounted crane and asks for guidance whether a second driving mirror is necessary. Although the manufacturers claim that one is sufficient, the reader says he is unable to find any reference in the regulations to such an exemption.

Subject always to the interpretation of the law by the courts, the position would be that if the crane were a permanent, or essentially permanent, part of a vehicle not capable of carrying any load other than loose tools and equipment, it would be a tractor or locomotive, assuming that it complied in all respects with the Motor Vehicles (Construction and Use) Regulations, 1955. In that event it would be necessary to fix only one driving mirror, internally or externally, in accordance with Regulation 2(4) of the Motor Vehicles (Construction and Use) (Amendment) Regulations, 1957.

If, however, the vehicle could carry a load in addition to the crane, or if the crane were not a permanent part of the vehicle, it would be a goods vehicle and two mirrors would be required.

The vehicle may, however, fail to comply with the Construction and Use Regulations on account of dimensions, or for other reasons, and it may then come under the heading of "engineering plant," as defined in Article 13 of the Motor Vehicles (Authorization of Special Types) General Order, 1955. In this case there are certain exemptions, including Regulation 16, relative to the fitting of mirrors, although the same Order imposes various other conditions, such as to speed.

**H**OW much purchase tax is an operator likely to have to pay if he converts a new 5-cwt. van into a utility? The reader who asks this question wishes to know also whether, whilst it remains a van, although registered as "private," it is still restricted to 30 m.p.h.

Before the Budget changes announced in April, purchase tax was payable at the rate of 30 per cent. on the wholesale value of commercial-vehicle chassis and 60 per cent. on the total cost of private cars and utilities. The tax on commercial vehicles has, of course, now been abolished and the 60 per cent. on private cars reduced to 50 per cent.

The effect on the type of vehicle mentioned is that the basic price of such a chassis when fitted with a private-car body would be around £380, to which would have to be added approximately £160 purchase tax, giving a total of £540. The price for a 5-cwt. van on a similar chassis is approximately £340.

It is a statutory obligation on anyone converting a vehicle so that it becomes liable to tax in a higher category to notify the local office of the Customs and Excise. It is then within the sole discretion of the Customs and Excise officer to determine the amount of purchase tax, if any, that is payable. In

calculating this, note will be taken of the current wholesale value of the vehicle, and, if new, the amount may well be approximately the same as that payable on a new private car of similar specification.

Regarding speed restrictions, these are now determined by the construction of a vehicle, rather than the use to which it may be put or the manner in which it is registered (goods or private). Whilst the reader's van remains a genuine goods vehicle, as distinct from a dual-purpose vehicle, it would therefore be restricted to a maximum speed of 30 m.p.h. at all times.

**W**HAT are the precise legal obligations of a driver in reporting an accident? The operator who asks this question says that there is some confusion among his staff as to when a driver is required to stop or, alternatively, when he is allowed to continue and report the occurrence later.

The regulation governing the reporting of accidents is contained in paragraphs 22 and 23 of the Road Traffic Act, 1930. This section reads: "If in any case, owing to the presence of a motor vehicle on a road, an accident occurs whereby damage or injury is caused to any person, vehicle or animal, the driver of the motor vehicle shall stop and, if required so to do by any person having reasonable grounds for so requiring, give his name and address, and also the name and address of the owner and identification marks of the vehicle."

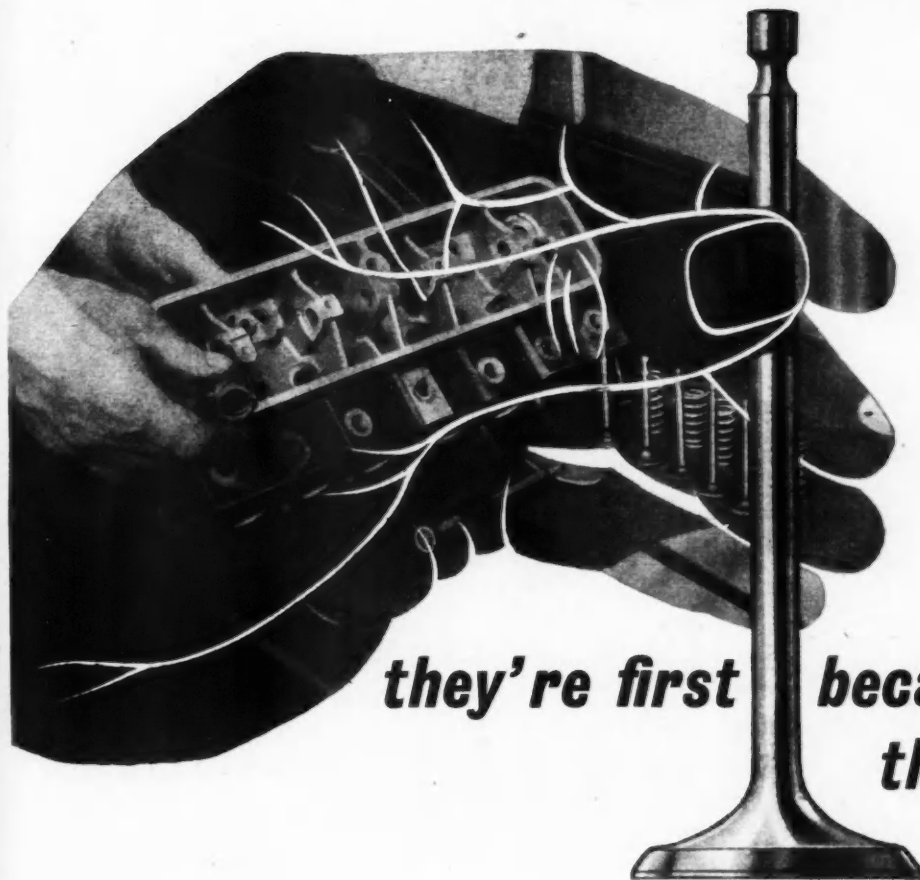
It should be noted that the wording of the section does not necessarily imply that there should be any contact between the driver's vehicle and the other party. For the purpose of this section an animal is defined as any horse, cattle, ass, mule, sheep, pig, goat or dog.

Although the subsequent paragraph allows the driver of a motor vehicle, if he does not give his name and address at the time of the accident, to report it at a police station or to a police constable as soon as reasonably practicable, and in any case within 24 hours, he must stop and provide particulars if required to do so at the time of the accident, and failure to do so would be an offence.

It is further necessary that in any accident where a human being is injured, the driver must also produce a certificate of insurance to the police or anyone who has reasonable grounds for requiring him to do so. Here, again, if he is not asked to produce the certificate at the scene of the accident, he is under an obligation to report the accident at the police station within 24 hours and at the same time produce the certificate. Alternatively, if he has not the certificate with him, he is allowed to produce it within five days at a police station specified by the police officer when the accident was reported.

(Continued on page 427)

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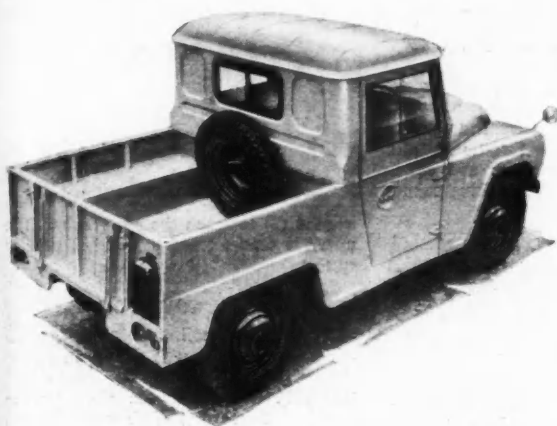
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The Austin Gipsy is now available as a pick-up, and has a plastics cab with steel reinforcement. There is a sliding panel in the rear window. The petrol-engined model is £675 and the oiler £780, painted. A tropical roof may be fitted.

AN ancillary user asks for a comparison of operating costs as between petrol- and oil-engined 3-ton goods vehicles, incorporating any adjustment resulting from purchase-tax changes and recent wage awards. Regarding wages, it should be pointed out that there is no statutory obligation on C-licence operators generally to pay standard rates other than where some separate wage agreement exists internally in any specific industry. Nevertheless, resulting to some extent from nearly full employment, the wages paid to drivers of ancillary users do tend to approximate to those paid by A- or B-licence operators. It will, therefore, be assumed that the rates of pay as specified in R.H. (66) for Grade I areas will apply.

Dealing first with the petrol-engined model, an average price would be around £870, and with an unladen weight of 2 tons 4 cwt. the annual licence duty would be £27 10s., the equivalent of 11s. per week on the basis of a 50-week year. This is done to allow for two weeks per year when the vehicle may be off the road for repairs or holidays. Wages for a basic 44-hour week will be assessed at £9 4s. 3d., which includes allowances for National Health and voluntary employers' liability insurance contributions, together with an appropriate adjustment to compensate for holidays with pay.

Rent and rates incurred in garaging the vehicle are reckoned at a nominal 9s. 6d. per week, whilst the annual premium to provide comprehensive cover in a medium-risk area would be

£22 10s., or 9s. per week. Interest on capital outlay at a nominal 3 per cent. will add 10s. 6d., giving a total for these five items of standing costs of £11 4s. 3d.

Assuming that petrol is purchased in bulk at 3s. 9d. per gallon, the fuel cost per mile would be 3d. on the basis of an average consumption rate of 15 m.p.g. Lubricants are reckoned at 0.21d. per mile and tyres at 0.74d. The tyre cost is based on the assumption that a mileage life of 30,000 will be achieved. Maintenance is assessed at 1.83d. a mile, assuming that 400 miles per week are averaged and that washing and greasing are done weekly, regardless of mileage.

Before depreciation can be assessed it is necessary to determine the amount to be written off. From the initial price of £870 must first be deducted the cost of the initial set of tyres—£90. Deducting a further £110 as the ultimate residual value, a balance of £670 remains. Assuming a vehicle life of 150,000 miles, the depreciation cost per mile would then be 1.07d. The total for the five items of running costs thus becomes 6.85d. per mile. When 400 miles per week are averaged the total running cost per week would be £11 8s. 4d., which, when added to the standing cost, gives a total operating cost of £22 12s. 7d.

Because of its slightly greater unladen weight, the licence duty on the oil-engined vehicle would be 12s. a week. Wages, however, being based on carrying capacity, remain at £9 4s. 3d. Rent and rates are still placed at 9s. 6d. and insurance at 9s. As the initial cost of the vehicle is around £995, the interest charge will be correspondingly higher at 11s. 11d. per week, making the total standing cost £11 6s. 8d.

Where fuel is purchased at 3s. 10d. per gallon and the average consumption rate is 22 m.p.g., fuel costs per mile become 2.09d. Lubricants will be assessed fractionally higher at 0.23d., whilst tyre cost remains at 0.74d. Maintenance is reckoned slightly lower at 1.60d. per mile, but depreciation is higher at 1.24d. per mile, because of the effect of the higher initial cost.

The total for the five items of running cost for the oil-engined version is thus 5.90d., and the running cost per week £9 16s. 8d. The total operating cost per week, when averaging 400 miles, is £21 3s. 4d., showing a balance in favour of the oil-engined vehicle of £1 9s. 3d. per week. S.B.

## August Slump in Exports

EXPORTS in August slumped heavily from the July level—the drop being from 12,677 to 9,483—but compared almost equally with the total in August, 1958. Output, however, rose from the July figure of 22,038 to 24,296. Details of exports and production appear in the accompanying tables.

The Board of Trade put September's output of goods vehicles at the remarkable figure of 40,316, compared with 27,671 in the same month of 1958. Production of passenger vehicles last month totalled 1,921. Aggregate output in the third quarter was 88,571, as against 64,527 in the same period last year.

NEW COMMERCIAL VEHICLE EXPORTS—AUGUST, 1959

Type	August		January - August	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis, assembled and unassembled ..	8,344	5,458,592	79,139	49,353,779
Motorbuses and trolleybuses, complete and chassis ..	392	513,703	3,032	5,782,516
Road haulage tractors ..	28	49,552	411	1,049,256
Other descriptions, complete and chassis ..	59	123,890	585	1,301,713
Dumpers and dump trucks ..	—	405,366	—	2,571,033
Industrial trucks ..	—	164,618	—	1,413,867
Trailers ..	660	250,700	5,431	2,010,828
Totals	9,483	6,966,421	88,598	63,482,992

PRODUCTION—AUGUST, 1959

	Aug.	Jan.-Aug.
<b>Goods vehicles, tractors and special types</b>		
Under 15 cwt. ..	11,516	111,823
15 cwt.—3 tons ..	4,379	40,757
3—6 tons ..	3,475	30,839
Over 6 tons ..	3,779	29,054
<b>Totals</b> ..	<b>23,149</b>	<b>212,473</b>
<b>Passenger vehicles</b>		
Motorbuses, single-deck ..	1,001	9,093
Trolleybuses, double-deck ..	146	1,204
Trolleybuses ..	—	21
<b>Totals</b> ..	<b>1,147</b>	<b>10,318</b>
<b>Grand Totals</b> ..	<b>24,296</b>	<b>222,791</b>
<b>Weekly averages</b> ..	<b>6,074</b>	<b>6,552</b>

September's exports of goods vehicles amounted to 8,128 and of passenger vehicles to 380, bringing the respective totals for the third quarter to 27,722 and 1,145. Comparison with the industry's performance a year earlier reveals a significant improvement.

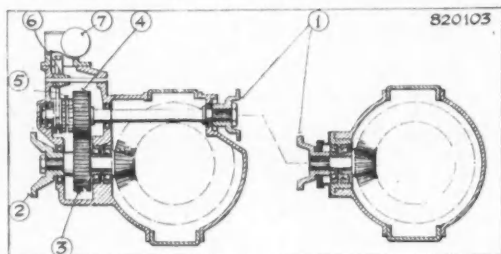


## Selective Tandem-axle Drive

**PATENT** No. 820,103 shows a tandem-axle arrangement in which both axes are driven at low road speeds, but as the speed rises the drive to one of the axes is automatically disengaged. (Eaton Axles, Ltd., Victoria Road, Great Sankey, Warrington, Lancs.)

The drawing shows the two axle assemblies connected by a propeller shaft fixed to the two flanges (1). The main power input member is the spider (2) which drives the bevel pinion of the leading axle. It also drives, via a spur gear (3), a gear (4) journaled freely on the rear-drive spindle. The reversal of direction created can be corrected either by an idler pinion or by a reversed bevel in the rearmost axle.

A dog-clutch (5), when engaged,

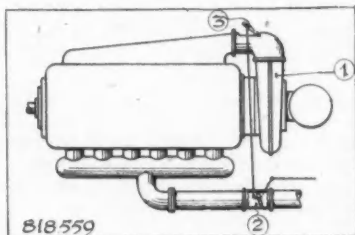


couples the spur gear to its shaft and establishes the rear drive. The clutch can be operated by a sliding fork (6). The fork is worked by an electric motor (7) which is controlled by a centrifugal switch responsive to road speed, high speed causing disengagement. The patent gives details of the electrical mechanism and shows the circuit used. An over-riding control permits the driver to operate the clutch.

### EXHAUST BRAKING FOR BLOWN ENGINES

**WHEN** exhaust braking is employed on a supercharged engine, the blower is throttled when the obturator is in use. The back pressure resulting is harmful for the supercharger, causing high temperatures and vibration. Patent No. 818,559 describes a simple method of preventing this. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

Referring to the drawing, the mechanically driven blower (1) supplies air to the inlet manifold, whilst the obturator for the exhaust is shown at 2. The exhaust throttle is coupled to a flap-valve by-pass (3) on the induction system, so that when the throttle closes the valve opens. The relative proportions of movement



are important; the flap valve must move slowly at first and then increase its speed, with respect to the movement of the throttle. The exhaust throttle is also connected to the accelerator and clutch pedals so that power and braking cannot be applied together.

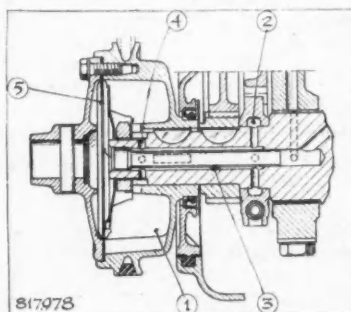
### CENTRIFUGAL FILTER

**A** CENTRIFUGE detailed in patent No. 817,978 is designed as a lubricating oil filter. Mounted on the end of the crankshaft, the separator works at a high peripheral speed but the rate of oil flow is small, giving ample time for thorough cleansing. (Fiat Societa per Azioni, 200 Corso Giovanni Agnelli, Turin, Italy.)

In the drawing, the crankshaft is shown carrying a vane rotor (1). The oil from the gear-pump enters through a groove (2) and passes along the annular space between a bore in the crankshaft and a central tube (3). It enters the vane chamber via cross-bores (4).

As the centrifuge turns impurities congregate

at the largest diameter and flow over the edge of the rotor and through a perforated diaphragm (5). The solids stay at this point while the oil flows radially inwards to re-enter the crankshaft system through the central tube.

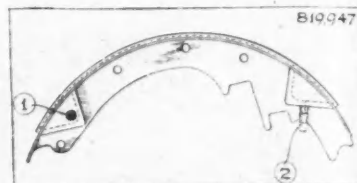


### WATER-COOLED BRAKES

**WATER-COOLED** drum brakes, detailed in patent No. 819,947, are said to overcome the problems of local over-heating and distortion often found with such systems. (Roy S. Sanford and Co., and others, Seymour, Connecticut, U.S.A.)

The brake shown is of conventional form, but the friction material consists of metal having a high conductivity, such as electrolytic copper or even silver. The inner surface of the facing has grooves cut in it; these run circumferentially so that, when it is attached to the shoe, the grooves form a series of small channels.

These are the water jackets, the water being forcibly pumped through them by a positive-type pump. The water enters at the point 1 and leaves via a pipe con-

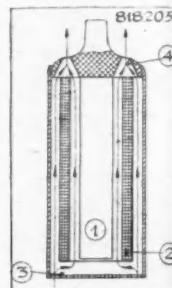


nection (2) to reach the other shoe. The water is drawn from the engine cooling system.

### IGNITION COIL COOLING

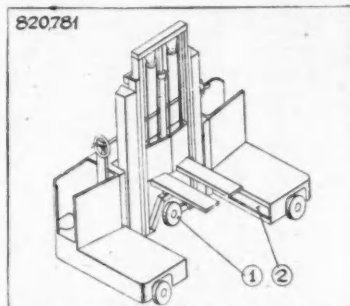
**A** N ignition coil incorporating air-cooling passages is shown in patent No. 818,205. (Auto Union Berlin G.m.b.H., Am Juliusturm 42-46, Berlin Spandau, Germany.) Two types of coil are described; one has cooling passages around the outside of the windings and the other has them between the two windings.

The drawing shows a section of the second type. The secondary winding (1) is in the centre and an air space separates it from the primary winding (2). Between the primary winding and the outer case is another air space. Bottom vents (3) and others (4) at the top permit a through flow of air.



### FORK-LIFT TRUCK FOR NARROW GANGWAYS

**A** FORK-LIFT truck with the forks mounted at the side to facilitate work in narrow gangways, is shown in patents Nos. 820,781 and 820,782. (G. Jinks, Cleco Works, Foundry Square, Leicester.) A general layout is shown in the drawing. The chassis frame is substantially U-shaped in plan and is provided with four wheels which can be steered in unison. Two of the wheels can be raised or lowered slightly, always in opposition to each other, to compensate for surface irregularities.



The drive is transmitted to the ground by a fifth wheel (1). Driving and steering controls are duplicated so that the driver can stand at either end of the truck. The whole lifting mechanism can be slid sideways along the guide channels (2).



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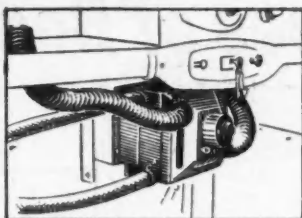
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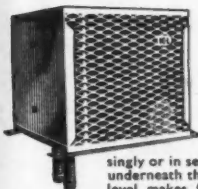


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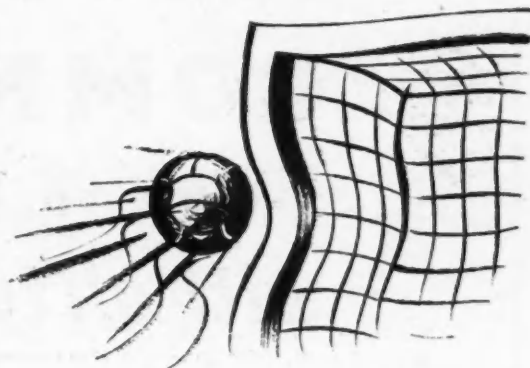


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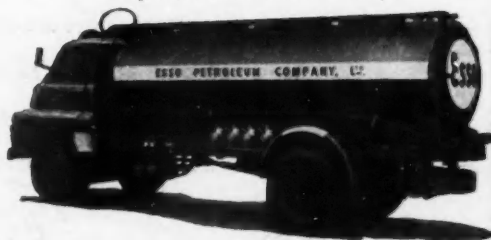


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## INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE	Page 53
AND WANTED	" 53
NEW GOODS VEHICLES FOR SALE	" 65
USED PASSENGER VEHICLES FOR SALE AND WANTED	" 67
NEW PASSENGER VEHICLES FOR SALE	" 71
MISCELLANEOUS VEHICLES FOR SALE AND WANTED	" 72
SPARE PARTS AND SUPPLIES	" 73
MISCELLANEOUS ADVERTISEMENTS	" 78

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**1958** AUSTIN Omnivan, 9,000 miles, £410.

**1955** AUSTIN 1-ton, reconditioned engine, £379.

**1958** AUSTIN 15-cwt. Omnivan, £398.

**1956** AUSTIN A40, 10-cwt., £285.

828-338

## SPECIAL NOTICE

## SCOTTISH SHOW NUMBER

Classified Advertisements for the above issue dated NOVEMBER 13 must reach us not later than first post on MONDAY, NOVEMBER 9.

Telephone instructions can be received up to noon.

All instructions should be addressed to The Manager, Classified Advertisement Department,

"The Commercial Motor,"

Bowling Green Lane, London, E.C.1.

TERMINUS 3434

Please post your advertisements early.

**Used Goods Vehicles (contd.)**

**MARSTON MOTOR CO., LTD.**

OFFER FROM STOCK  
**NEW LUTON VANS**  
FOR  
**IMMEDIATE DELIVERY.**

**NEW AUSTIN** 13-seater Omnicoach, in primer.  
**NEW AUSTIN** 15-cwt. Omnivan.  
**NEW AUSTIN** 7-ton forward-control drop-side truck.  
**NEW AUSTIN** 7-ton forward-control 1,800-cu.-ft. Luton van.  
**NEW AUSTIN** 5-ton diesel forward-control 1,250-cu.-ft. Luton van.  
**NEW AUSTIN** 3-ton diesel normal-control 980-cu.-ft. Luton van.  
**ALL** the above bodies are of highest quality composite construction and are fully guaranteed by us.

**USED VEHICLES.**

**1955 AUSTIN** 1-ton town delivery van, choice of two, in primer, £350.  
**1955 AUSTIN** A40 van, green, £255.

**MARSTON MOTOR CO., LTD.**

SEVEN SISTERS ROAD,  
TOTTENHAM, LONDON, N.15.  
Phone, Stamford Hill 8000. 828-285

**MASKELLS (BRIXTON), LTD.**

**AUSTIN** commercial-vehicle distributors, most models available from stock, spare parts stockists, trade and retail, bodybuilders, coach painters, tyre distributors, 297 Brixton Rd., S.W.9. Phone, Brixton 0111. 828-474

**1951 AUSTIN** 25-cwt. van, good running order.  
**1955 AUSTIN** 1-ton van, fine value.  
**1958 AUSTIN** Omnitruck with tilt. Carmo, Leighton Rd., Kentish Town, N.W.5. Gul 5555.

**1954 AUSTIN** Loadstar tipper, Perkins P6 diesel, 5-yd. body, perfect condition all round, ready for work, £295. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 828-453

**WHALEBONE MOTORS, LTD., offer:—**

**1955 AUSTIN** long-wheelbase P6 tipper, double drop-side, steel body, 235-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5382. 828-345

**1955 AUSTIN** loadstar 3-ton 2-way van, £245.  
**1953 AUSTIN** 25-cwt. van, 2-way box body, twin rear, really clean and smart, £145. Edgware 2572. 828-387

**1954 AUSTIN** 25-cwt. drop-side truck, one owner, very moderate mileage, excellent condition throughout, £190. Terms. Phillip Foster, 106 High St., Uxbridge. Phone 4202. 828-360

**1956 AUSTIN** 1-ton AUSTIN van, diesel, £395.  
**OAKTHORPE MOTOR CO.**, North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 828-348

**BEDFORD**

**SHUKERS OF SHEFFIELD, LTD.**

OFFICIAL BEDFORD DEALERS.

WHERE THE BEST NEW AND GOOD USED COMMERCIAL VEHICLES COME FROM.

**OFFER:—**

**NEW BEDFORD** 4-ton long-wheelbase drop-side truck, normal control with 4-cylinder diesel engine, ex stock at £995.

**USED vehicles:—**

**1957 BEDFORD** 7-ton long-wheelbase diesel tipper, twin-ram gear and very good pannelled double-drop-side, 900 by 20 tyres, £875.

**1955 BEDFORD** 5-ton long-wheelbase diesel tipper, good wooden double-drop-side body, a good sound vehicle at £590.

**1953 BEDFORD** 5-ton long-wheelbase petrol tipper, with 2-speed rear axle, drop-side wooden body, ready for work at £290.

**1954 BEDFORD** 3-ton boxvan, double opening rear doors and roller shutters on each side, good tyres, £325.

**FIRST-CLASS** hire-purchase facilities available and part-exchanges will be considered.  
**SHUKERS, LTD.**, 56-60 Broad St., Sheffield, 2. Phone 20311 or 50218 after 6.30 p.m. 828-51

**W. HAROLD PERRY, LTD.**

STATION BRIDGE.

WEALDSTONE, MIDDLESEX.

**1959 BEDFORD** 6-cu.-yd. tipper, 700 miles only, £1,175.  
**1956 BEDFORD** 5-ton tipper, £475.

**1955 BEDFORD** 5-ton tipper, £445.  
**1948 BEDFORD** 5-ton truck, £175.

**1946 BEDFORD** 5-cu.-yd. tipper, new tyres, good mechanical condition, £115.  
**1953 BEDFORD** 6-cu.-yd. tipper, excellent order, £395.

**HARROW 1031.**

OPEN UNTIL  
7 P.M. MONDAYS TO FRIDAYS,  
AND TO  
5.30 P.M. SATURDAYS. 828-370

A36

**Used Goods Vehicles (contd.)**

**LAWSON PIGOTT MOTORS, LTD.**

BEDFORDS ARE OUR BUSINESS.

FOR SOUNDTEST VALUES AND

AFTER-SALES SERVICE.

VANS, TRUCKS, TIPPERS, PANTECHNICS, NEW AND USED. WIDE RANGE NOW IN STOCK.

**1954** -56 BEDFORD 10-12-cwt. vans.

**1957** BEDFORD Workabus.

**1953** BEDFORD 30-cwt. van.

**NEW BEDFORD** CA Utilicon ambulance.

**NEW BEDFORD** 5-ton long-wheelbase chassis-cab, diesel.

**NEW BEDFORD** 6-ton short-wheelbase chassis-cab, diesel.

**NEW BEDFORD** 6-ton short-wheelbase tipper, drop-side body, diesel.

**NEW BEDFORD** 6-ton short-wheelbase tipper, drop-side body, diesel.

**NEW BEDFORD** 7-ton forward-control 156-in.-wheelbase chassis-cab, diesel.

**NEW BEDFORD** 7-ton forward-control 168-in.-wheelbase chassis-cab, diesel.

**NEW BEDFORD** 7-ton forward-control short-wheelbase chassis-cab, diesel.

**EARLY** delivery, other models, hire-purchase from 10% deposit, fair allowances on part-exchanges.

**WANTED**, used BEDFORDS. Good prices offered.

**PHONE, BARNET 1061.**

**SALES** staff in attendance until 5 p.m. Saturdays.

186 EAST BARNET ROAD,

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

**PHONE, RIVERSIDE 4111.**

828-377

**ARLINGTON MOTOR CO., LTD.**

OUR REPUTATION IS YOUR GUARANTEE.

SELECTION OF OUR RANGE OF

**USED BEDFORDS.**

COMPREHENSIVE RANGE OF NEW AND USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

**1953** Diesel 5-ton short-wheelbase tippers.

**1955** Petrol 7-ton long-wheelbase truck.

**1954** Diesel 7-ton long-wheelbase platform.

**1957** 10-12-cwt. CA van.

**1957** 15-cwt. 12-seater Kenex Roadmaster.

**1957** Petrol 2-3-ton drop-side truck.

**MAY WE**

**QUOTE YOU**

FOR YOUR

**NEW BEDFORD?**

COMPREHENSIVE RANGE OF VEHICLES IN STOCK. HIGH ROAD, PONDER'S END, ENFIELD, MIDDXX. Phone, Howard 1266.

**ALSO AT**

25-27 VAUXHALL BRIDGE ROAD, S.W.1.

Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone 2301.

DUMBALLS ROAD, CARDIFF.

Phone 30641.

**SALES DEPARTMENT OPEN UNTIL 5 P.M.**

**SATURDAY.**

828-534

**BEDFORD** 25-cwt. van, fitted with petrol engine, first registered July 5, 1955, one owner, in very good condition throughout, price £295. Vincents of Reading, Ltd. 828-7876

**BEDFORD** 1953 O model 5-ton long-wheelbase drop-side truck, reconditioned throughout, £449. New Cross 3977. 828-316

**1952** October, BEDFORD 5-ton short-wheelbase tipper, very clean condition, £150. Hamblins Garage, Rectory Rd., Rushden 3211. 828-106

**1953** 7-ton BEDFORD steel tipper, fitted Perkins P6 diesel, good tyres, batteries, etc.

**1948** M.W.B. tipper, 2-speed axles, good tyres, reconditioned engine.  
**CENTRAL GARAGE (UPPINGHAM), LTD.**, Market Place, Uppingham, Rutland. Phone, Uppingham 3296-7. 828-132

**1952** S-type BEDFORD tipper, 12-ft. body, drop sides, 2-speed axle, P6, very clean, £275. Langley Mill 2623. Notts. 828-399

**TOM BYATT, LTD.**

**FULL** range of used BEDFORD trucks and vans always in stock.  
**WRITE** us for details of our comprehensive range.

**NEW BEDFORDS** OF MOST MODELS IN STOCK

FOR IMMEDIATE DELIVERY.

PHONE, CALL, WRITE.

**TOM BYATT, LTD.**

FENTON.

STOKE-ON-TRENT.

**TERMS.** Phone, Stoke-on-Trent 48581 (six lines). 828-229

**Used Goods Vehicles (contd.)**

**HAMILTON MOTORS (LONDON), LTD.**

THE MAIN BEDFORD DEALERS.

**WE** always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.

**MAKE** sure you inspect these before you make your purchase. A sample of our stock is as follows:—

**BEDFORD** 4-ton truck, £75.

**1947** BEDFORD 5-ton diesel tipper, £375.

**1952** BEDFORD 5-ton long-wheelbase platform, £145.

**1951** BEDFORD platform, grey, £175.

**1953** BEDFORD 5-ton short-wheelbase tipper, A gear, £325.

**1953** BEDFORD 5-ton truck, P6 diesel, £425.

**1953** BEDFORD 7-ton platform, £295.

**1956** 7-ton truck, £575.

**1957** BEDFORD 7-ton platform, £650.

**OUR** showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

**PLEASE** note address of our additional premises:—

**252 BELSIZE RD., N.W.6. Mai 0712.**

**HAMILTON MOTORS (LONDON), LTD.**

466-490 EDGWARE ROAD,

LONDON, W.2.

AMBASSADOR 7211. PADDINGTON 0022-4. 828-352

**CARMO OF LONDON.**

THE LONDON CENTRE

FOR NEW AND USED BEDFORDS.

A LARGE SELECTION OF REASONABLY PRICED USED BEDFORDS, INCLUDING:—

**1949** BEDFORD 2-3-ton long-wheelbase platform truck, ready for work.

**1951** BEDFORD 5-ton long-wheelbase petrol truck.

**1955** BEDFORD Dormobile, real value.

**1956** BEDFORD 5-ton diesel truck.

**1956** BEDFORD 5-ton long-wheelbase petrol trucks, overhauled and guaranteed.

**1958** BEDFORD Workabus, 12-seater, P.C., first-class throughout.

**B**EDFORD 10-12-cwt. vans and conversions. Good selection 1954-1958, mostly overhauled and repainted, all reasonable.

**NEW BEDFORDS.**

MOST MODELS FOR IMMEDIATE DELIVERY.

BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.

LATEST LOW-DEPOSIT CREDIT TERMS.

BEDFORD RECONDITIONED ENGINES

FROM STOCK.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE

OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE OR VISIT

**THE BEDFORD CENTRE.**

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555. 828-499

**1941** 5-ton long-wheelbase petrol, £15.

**1956** A-type tipper, diesel, £695.

**1954** 7-ton diesel flat, £475.

**1957** 6-ton diesel flat, £750.

**JOHN HUDSON**, Baw'ry 362. 828-174

**HENSMAN**, Brentwood 5252, offer:—

**1956** BEDFORD 7-ton all-alloy drop-side truck, good condition, good tyres, choice of two, £545.

**1947** BEDFORD 3-ton Luton van, good body and tyres, £140. 828-09

**1954** BEDFORD 7-ton, R6 engine, short-wheelbase wood-body tipper, very good condition, £450.

**GEO. H. KENDRICK, LTD.**, Carters Green, West Bromwich 0778. 828-123

**1953** BEDFORD (R6) 7-ton long-wheelbase tipper.

**1951** BEDFORD (petrol) 7-ton drop-side truck.

**BARTON MOTORS (PRESTON), LTD.**, Preston. 828-247

**1952** BEDFORD Luton, 1,400-cu.-ft. low-loading well, integral cab, unladen weight 2 tons 19 cwt., excellent condition, £425. W. Fox and Son, 169 Balaam St., E.13. Grangeview 1365. 828-309

**CAPITAL MOTOR CO., LTD.**

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

**NEW BEDFORD** 7-ton 168-in.-wheelbase diesel chassis-cab for early delivery.

**BEDFORD** 10-12-cwt., 15-cwt. vans and conversions, for early delivery.

**BEDFORD** 10-12-cwt., 15-cwt., and conversions, in good condition, choice from £200.

**BEDFORD** 1957 10-12-cwt. builders' truck, good order, £300.

**BEDFORD** 1953 2-3-ton long lorry, one owner, well maintained, £325.

**REMINGTON ST., City Rd., N.1. (Near Angel). 828-324**

**Used Goods Vehicles (contd.)**

**PARSONS**

THE

FOR YOUR

BY SEVEN I

OFFER. SUB

NEW BED

300 diesel

NEW BED

168-in.

12-ply, full

NEW BED

N chassis-cab

NEW BED

N truck, 300

£1,032.38

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## Used Goods Vehicles (contd.)

PARSONS AND PARSONS (GARAGES), LTD.

THE BEDFORD MAIN DEALERS.

FOR YOUR NEW OR USED BEDFORD, BACKED BY SEVEN DAY A WEEK AFTER-SALES SERVICE. OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:-

### NEW VEHICLES.

NEW BEDFORD 5-ton E.L. normal-control chassis-cab, 300 diesel, 750 by 20 Michelin X 22 tread, £1,078 3s.  
NEW BEDFORD 7-ton long forward-control chassis-cab, 158-hp. wheelbase, 300 diesel, 3P wheels, 900 by 20 10-ply, full bumper, single-speed axle, £1,200 10s. 6d.  
NEW BEDFORD 3-ton long-wheelbase normal-control chassis-cab, 200 diesel, 750 by 16 8-ply, £850.  
NEW BEDFORD 5-ton E.L. normal-control drop-side truck, 300 petrol, 750 by 20 10-ply, three-piece wheels, £1,032 3s.

### USED VEHICLES.

1956 BEDFORD CA van, £275.  
1957 BEDFORD CA van, £300.  
1954 BEDFORD 3-ton boxvan, £395.  
1954 BEDFORD 3-ton boxvan, integral cab, £375.  
1958 BEDFORD 7-ton 6-yd. tipper, 300 diesel, 2-speed axle, first-class condition, £850.  
1956 BEDFORD 7-ton platform trucks, choice of three, £395.  
1956 BEDFORD 5-yd. tipper, petrol, £325.  
1956 BEDFORD 7-ton long-wheelbase chassis-cabs, diesel (choice of three), £395.  
1958 BEDFORD 15-cwt. Osborne milk floats (choice of 10), £395.  
AVAILABLE shortly: a number of 1957 Bedford A 3-ton 300 diesel tractors, Scammell coupling and 24-ft. flat trailers.  
WELL maintained and in first-class condition throughout.  
SALES staff on duty 9 a.m.-7 p.m., Saturdays 9 a.m.-6 p.m., Sundays 9 a.m.-1 p.m.

PARSONS AND PARSONS (GARAGES), LTD., HARLOW, ESSEX.  
Phone, Potter Street 121. 828-153

20-cwt. truck, P4 diesel, £185.  
1951 October, BEDFORD A-type 5-ton 2-way boxvan, £285.  
1953 BEDFORD, P6 diesel, 5-ton long-wheelbase drop-side truck, very good condition, needs only good tyre.  
1948 BEDFORD 5-type tipper, 6-yd. steel drop-side body, good runner, £125.  
1951 BEDFORD 1,400-gal. tanker (all-alloy tank), complete with pump, etc., very nice condition, £245.  
1948 FOUR 1954 BEDFORDS, A-type, 5-yd. tippers, in rough body condition, £375 the lot.

PHONE, EDGWARE 2572. 828-388

BEDFORD 2-3-ton drop-side truck, long wheelbase, rebuilt 1958, new tyres, new body, M model, £349, New Cross 1977. 828-517

1955 5-ton platform, petrol, fitted heater, Eaton 2-speed axle, this vehicle is in first-class order all through, one owner driver, Adams, 25 Haig Avenue, Chatham. Phone, Chatham 41548 during working hours. 828-340

1954 7-ton petrol steel-bodied tipper, extended sides, excellent mechanical condition, any trial, £325.  
1956 Model 7-ton petrol long-wheelbase drop-side, overhauled and repainted, any trial, £425.  
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Vic 4933. 828-31

1952 7-ton BEDFORD long-wheelbase truck, £350.  
1954 BEDFORD CA van, £250.  
1957 BEDFORD Dormobile de luxe, £465.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 828-269

1955 BEDFORD artic. unit, recent Perkins P6, fifth wheel S.A.E. couplings, £545. Any trailers supplied. Perkins Garages, Ltd., Leytonstone 3366. 828-307

HUNTER VEHICLES, LTD., 290 Southbury Rd., Enfield.  
1955 BEDFORD 3-ton light-alloy boxvan, 530 cube, petrol, one owner, excellent condition throughout, painted brown. 828-340

1953 BEDFORD 4-ton integral Luton van, 775 cube, petrol, one owner, excellent condition, painted red.  
1951 BEDFORD 5-ton Luton, 1,500 cube, petrol, light alloy body, excellent condition, one owner.

HIRE-PURCHASE terms arranged. Phone, Howard 4164.  
1954 BEDFORD 3-ton boxvan, one owner, good condition, £350.  
1954 BEDFORD 25-cwt. van, one owner, £225.  
Aerodrome Autos, Aerodrome Rd., Hendon, Sun 0071. 828-361

WHALEBONE MOTORS, LTD., offer:-  
1956 BEDFORD A type, fitted with special Coopers body, first-class condition, 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 828-344

CHARLES WENSLEY AND SONS, LTD., 66 Ings Rd., Wakenfield, BEDFORD main dealers. Early delivery of all models. Specialists in all types of coachbuilding, including refrigerated and insulated bodywork. Hire-purchase available and part-exchanges. Phone 2295-5. 828-715

1956 7-ton BEDFORD long-wheelbase tipper, coal body, R6 engine, £420. Langley Mill 3182. 828-401

1953 5-ton BEDFORD truck, P6 engine, one owner, £225.  
PILBRIGHT GARAGE, Pilbriht Rd., Southfields, S.W.18. Vandike 6188. 828-459

1952 BEDFORD 5-ton and 30-cwt. vans, from £175.  
1954 Registered BEDFORD 3-ton chassis-cab, good runner, £355.  
DESBOROUGH PARK AUTOS, High Wycombe 3113. 828-515

## Used Goods Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.

BEDFORD

MAIN DEALERS.

1957 BEDFORD 6-ton tipper, 300-cu.-in. diesel engine, 6-cu.-yd. drop, and fixed-side steel body, Anthony 900 by 20 Road-lug tyres, £700.  
1955 BEDFORD 5-ton long-wheelbase truck, excellent condition, £450.  
1954 BEDFORD R6, long-wheelbase 20-ft. extended chassis, good throughout, £275.

55-61 LONDON STREET.

CHERTSEY.

CHERTSEY 2391. 828-429

1953 BEDFORD 5 model 7-ton 7-yd. tipper, very clean, good tyres and engine, £250. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 828-454

### Bedford Wanted

BEDFORD. All types wanted.  
BEDFORD. All types wanted.  
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. 828-915

### GRE 2033-4.

BEDFORDS wanted! Bedford wanted! We want Bedford! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 828-747

A BEDFORD for sale? Phone, Hamilton Motors, A 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 828-915

ONE or two 4-wheel-drive 5-type diesel vehicles required. Particulars and price to Farm and Garden Supplies, Ltd., Acorn Works, Alton, Hants. 829-7806

### B.M.C.

1957 B.M.C. 7-ton long-wheelbase tipper, £895. Hamblins of Rushden. Phone 3211. 828-98

1956 B.M.C. diesel long-wheelbase tipper, Eaton 2-speed axle, power-assisted steering, very clean, £655.  
H. N. MOTORS, Bridge Man St., Bolton. Phone, Bolton 827; after hours 4652. 828-258

1957 B.M.C. diesel articulated unit, Scammell coupling, Eaton 2-speed axle, just fitted with new engine, in exceptionally clean condition, £700. Choice of trailers if required. Also a number of other good B.M.C. vehicles in stock.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. 828-210

DISPATCH MOTOR CO. offer:-  
1956 7-ton B.M.C. diesel, Eaton 2-speed axle, power-assisted steering, £625.  
WATERLOO 5991. Ford main distributors. 828-301

1956 B.M.C. long-wheelbase tipper, good running order, very clean, £500. Langley Mill 2623. 828-397

### COMMER

COMMER 6-wheeler, Eoya extension, tipper, September, 1958, air brakes, excellent condition, £1,500. Phone, Stoke 23434. 828-2197

1959 COMMER TS3 7-ton short-wheelbase tipper with steel body, usual extras, cost originally £2,000, due to customer's contract finishing we invite offers; choice of two. Hamblins Garage, Rectory Rd., Rushden 3211. 828-102

1955 June, COMMER TS3 tipper, long wheelbase, 9 double ram, well tyres, 9,000 by 28, very clean, £725. H. and N. Motors, Bridge Man St., Bolton. Phone, Bolton 827; after hours 4652. 828-257

1956 COMMER TS3 diesel tipper, alloy body, good condition, £775. Choice of two. Walkers Filling Station, Ecclefield, near Sheffield. Phone, Ecclefield 3667. 828-256

1952 COMMER (P6) 5-ton platform lorry.  
BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4664. 828-246

1957 COMMER TS3 diesel artic. unit, Scammell coupling, excellent order, 2-speed axle, £750. Choice of trailers available. Also a number of other good Commer vehicles in stock. Terms and exchanges.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. 828-207

7-TON tipper, 1950, £195. Brew Bros., Ltd., 133 Old Brompond Rd., S.W.7. Fee 3333. 828-299

1954 COMMER 3-4-ton Q3 Perkins P6 boxvan, separate cab, servo, good extras, one C user, £295. W.E.M. Motors (Wimboldson), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 1480. 828-288

1952 7-ton QX 18-ft. drop-side truck, excellent condition, £185. Gippy Mead Service Station, Fyfield, Ongar, Essex. Fyfield 227. 828-375

1954 COMMER 7-ton 6-cu.-yd. drop-side tipper (petrol), with Telehoist underfloor gear, very good order throughout, £340. J. C. Snell, Ltd., Central Garage, Stairfoot, Barnsley. 828-489

1954 COMMER 3-4-ton extended chassis, fitted 19-ft. 6-in. drop-side truck, Perkins P6 engine, vehicle in good order, £375. Terms. Phillip Foster, 106 High St., Uxbridge. Phone 4202. 828-359

### DENNIS

DENNIS Stork 1955, chassis-cab, good runner, £225. Pilbriht Garage, Pilbriht Rd., Southfields, S.W.18. Vandike 6188. 828-448

1955 DENNIS 7-ton Centaur, fitted with a 1,800-gal. 5-compartment spirit tank, whole vehicle in tip-top condition and of modern appearance, for the sum of £1,100.  
J. H. SPARSHATT AND SONS, LTD., London Rd., Hillsea, Portsmouth. Phone, Portsmouth 6061. 828-466

### DODGE

1955 DODGE 105, P6 engine, double drop-side platform truck, one owner, £450. Cottage and Edwards, Ltd., Nottingham. Phone 52313. 828-110

## October 30, 1958—THE COMMERCIAL MOTOR 53

(Supplement)

## Used Goods Vehicles (contd.)

1955 DODGE 145A tipper, R6 engine, Edbro twin ram, 2-speed axle, 9,000 by 20 tyres, approximately 15 cu. yd. fixed wooden-sided body, very clean, £650. Cottage and Edwards, Ltd., Nottingham. Phone 52313. 828-109

1956 DODGE diesel artic. unit, 2-speed axle, 5-speed gearbox, in very clean condition, excellent runner, £550. Choice of several trailers if required. Also a number of other good Dodge vehicles.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. 828-211

1951 5-ton long-wheelbase twin-ram tipper, diesel, £195.  
JOHN HUDSON, Bawtry 362. 828-175

1952 DODGE Model 64 pantechnickon, 1,350 cu. ft., Baico extension, in excellent condition, £400.  
DODGE Model 101C long-wheelbase truck, Perkins P6 engine, completely overhauled, £350.  
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 828-268

1956 Diesel-engine long-wheelbase aluminium-body drop-side truck, body length 16 ft., heavy-duty equipment all round, Eaton 2-speed axle, tyres as new, £500.  
ALMA GARAGES (BRISTOL), LTD., 103 Victoria St., Bristol, 1. Phone, Bristol 24411. 828-45

### Dodge Wanted

WANTED. 1955-1957 7-ton DODGE chassis-cab, less engine and gearbox would do. W.B. Innaport, 67 Mungo Park Rd., Rainham, Essex. 828-7856

### E.R.F.

E.R.F. Twin Steer, good condition, £250. Walkers Filling Station, Ecclefield, near Sheffield. Phone, Ecclefield 3667. 828-255

BIRMINGHAM COMMERCIAL OFFER:-  
1954 E.R.F. 8-wheeler, 24-ft. 6-in. platform, one C-licence owner from new, in immaculate condition throughout.  
1955 E.R.F. 8-wheeler, boxvan body, 1,950 c.c., one C-licence owner.

560 COVENTRY ROAD, BIRMINGHAM, 10. Phone, Victoria 0437-8. 828-280

### FODEN

1953 FODEN 6-ton tipper, good order throughout, approximately 25 m.p.h., £350. Hamblins Garage, Rectory Rd., Rushden 3211. 828-105

1952 FODEN 8-wheeler F.G. Model 6LW engine, double drive, one owner, 24-ft. body, in excellent running order, £1,100. Terms and exchanges. Also number of other Fodens.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. 828-200

1956 FODEN 8-wheel tipper, 6LW double drive, alloy body, 12-speed box, £2,850. Box CM2823, care of 'The Commercial Motor'. 828-4885

### Foden Wanted

WANTED. 6-ton FODEN with 4LK Gardner engine, lowest price, but engine must be reasonable. Hays (Britannia), Ltd., Phone, Whitworth 3295-6. 828-751

## FORD THAMES AND FORDSON

1955 Thames 4D, 157-in. wheelbase 4-ton drop-side truck, excellent condition throughout, £425. Gip 7671. 828-69

1958 FORD Trader 7-ton short-wheelbase tipper, £850.  
1959 FORD 7-ton Trader medium-wheelbase steel-body tipper, as new.  
HAMBLINS GARAGE, Rectory Rd., Rushden 3211. 828-104

TRADER 1958 2-ton 4D Luton, 800 cu. ft., 14 ft. by 7 ft. 3 in. by 7 ft. high, dual rear, Plymouth body, 14,000 miles, absolutely perfect throughout, any trial, H.P. arranged; no Agency. Phone Col 4951 after 7. Monday, Wednesday or Thursday. 828-21

1958 Thames Trader 5-ton diesel platform truck, small mileage, good condition, £795. Terms, exchanges. H. F. Edwards, 28-34 Upper High St., Epsom. Phone 5611. 828-169

1958 Thames Trader 6 diesel long-wheelbase 7-ton truck, in excellent order, £750.  
1958 Thames Trader 6 diesel artic. unit with S.A.E. couplings, in excellent running order, one owner, £750. Also a number of other good Thames diesel vehicles.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. 828-212

1956 Thames Trader 5-ton diesel platform truck, 1950, £750. 828-212

FRANK G. GATES, LTD., MAIN FORD DEALERS, GATES CORNER, E.18. Wan 6633.

1958 December, Thames Trader, 6-cylinder diesel, 6-cu.-yd. all-steel tipper, as new, £985.  
1956 Thames, Perkins P6 diesel, 5-cu.-yd. steel tipper, very clean, £345. 828-294

1955-2 FORD Thames ET7 tippers, Perkins, 5-yd. Anthony tipper, in excellent condition, from £225.

1955 Unregistered Thames ET7 diesel, long-wheelbase double-drop-side steel body, with Anthony hydraulic tailboard loader, in excellent condition, £375. W. Fox and Son, 169 Balaam St., E.13. Grayswood 1365. 828-105

FORD 1955 2-ton boxvan, 4D, one owner, £345. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 828-362

1959 September, FORD THAMES 15-cwt. Kenes conversion, only 1,700 miles, finished in Newch blue, many extras, including radio, spot lights, etc., £635. Parkinson and Bunhe, Ltd., Mac 3149. 828-376



Used Goods Vehicles (contd.)

**W. HAROLD PERRY, L. TD.,**  
STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

- 1956** Thames 5-ton 157-in.-wheelbase chassis-cab, 4D, fitted with light-alloy milk float body, £695.  
**1956** Thames 5-ton 157-in.-wheelbase truck, 4D, £495.  
**1955** Thames 4-ton 157-in.-wheelbase flat platform, 4D, £325.  
**1955** Thames 5-cu.-yd. tipper, 4D, £375.  
**1955** Thames 3-ton truck, 4D, £375.  
**1954** Thames 5-ton long-wheelbase boxvan, ET7, £475.  
**1953** Thames 5-ton long-wheelbase chassis-cab, ET7, £265.  
**1956** Thames 30-cwt. integral van, 4D, £575.  
**L**ARGE selection of 5-, 10- and 10-12-cwt. Thames vans always available.

**HARROW 1031.**

OPEN UNTIL  
7 P.M. MONDAYS TO FRIDAYS,  
AND TO  
5.30 P.M. SATURDAYS. 828-369

**GORDON KING MOTORS, L. TD.,**  
FORD AND THAMES DEALERS.

- TRADER** 41-seater Duple luxury coach, for early delivery, choice of colour and interior, 6-cylinder diesel.  
**TRADER** 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,145.  
**TRADER** 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery, £1,170.  
**TRADER** 6D diesel 7-ton 6-tyre Anthony drop-side tipper, 5.00 by 20, immediate delivery, £1,461.  
**1953** FORD 10-cwt. van, £125.  
**H**IRE-PURCHASE deposit now from 10%.  
**A**LL Thames models in stock for early delivery, any body built to your requirements.  
**M**ITCHAM LANE, S.W.16. Streatham 3133-4. 828-353

- 1959** FORD Trader tractor unit, fitted 6D engine, Tasker fifth-wheel coupling, trailer Servo connections, 8.5 by 20 tyres, 3-piece wheels, cab heater and flashers, nominal mileage from new this year, together with Tasker 24-ft. 10-ton straight-frame semi-trailer, 10 months old. This outfit is offered in absolutely genuine first-class condition and is being sold due to withdrawal from contract. Any trial and inspection.  
**W**HOOPICE GARAGE, LTD., Watling St., Dordon (A5), near Tamworth, Staffs. Phones, Polesworth 333 and 427. 828-400

- 1950** FORD Thames, P6, sided, £180.  
**1954** Suxest P6, 6-wheeler, £325.  
**1959** Short-wheelbase Trader tipper £1,350.  
**1959** Long-wheelbase Trader tipper, 4,000 miles only, £1,540.  
**JOHN HUDSON,** Bawtry 362. 828-176  
**1952** FORD P4 diesel 2-ton van, £175.  
**1952** FORD P6 diesel Suxest 6-wheeler, platform, good runner, £165.  
**1950** FORD ET7, diesel, P6, 4-yd. drop-side steel body tipper, £175.  
**P**HONE, EDWARE 2572. 828-389

- ONE** 1958 Thames Trader 7-ton Anthony tipper, diesel, £185.  
**CAMPBELL SYMONDS AND CO. LTD.,** Forty Avenue, Wembley, Middx. Arnold 7771. 828-320

**CAPITAL MOTOR CO., L. TD.,**  
BEDFORD MAIN DEALERS,  
SCAMMELL DISTRIBUTORS.

- F**ORD 1955 10-cwt. builder's truck, good order and tyres, £185.  
**THAMES** 1958 15-cwt. van, clean condition, good mechanical order, £350.  
**REMINGTON** St. City Rd., N.1. (Near Angel.) Clerkenwell 7456. 828-327

- 1956** FORD 4D platform truck, excellent order, Carmo, Leighton Rd., Kenish Town, N.W.5. Gul 5555. 828-456

**WELLSTON MOTOR CO., L. TD.,**

- OFFER FROM STOCK  
NEW LUTON VANS FOR IMMEDIATE DELIVERY.  
NEW FORD Trader 5-ton forward-control 1,700-cu.-ft. Luton van.  
NEW FORD Trader 5-ton forward-control 1,250-cu.-ft. Luton van.

USED VEHICLES.

- 1955** FORD 3-4-ton diesel 1,200-cu.-ft. Luton van.  
**1955** FORD 3-ton 4-D drop-side truck, £365.

**381 WEST GREEN ROAD,**  
LONDON, N.15.

Phone, Bowes Park 6821. 828-276

- 1954** Suxest 6-wheeler, long wheelbase, fitted with new P6 diesel engine, £200. Phone, Slough 20871. 828-x509  
438

Used Goods Vehicles (contd.)

- 1951** FORD Thames, P6 engine, long wheelbase, £140. C. Russell, 155 Millbank St., Northam, Southamton. Phone 26590. 828-479

Ford Thames and Fordson Wanted

- W**ANTED, FORD 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gire 2031-4. 828-518

GUY

- GUY** Otter long-wheelbase platform, with head board, Gardner engine, excellent tyres, first registered 1953, ready for immediate service, £445. Gip 7671. 828-10  
**U**NREGISTERED 1959 GUY Warrior light 8-wheeler with A.E.C. 7.7 engine, flat-platform body, aluminium surround, wooden bed, 24-ft. long, unladen weight 6,300, the complete vehicle, £3,477.  
**A**LMAR GARAGES (BRISTOL), LTD., 103 Victoria St., Bristol, 1. Phone, Bristol 2441. 828-49  
**GUY** Otter long-wheelbase drop-side truck, Gardner engine, first registered March, 1952, Hommailloy body, ready for immediate service, £365. Another similar machine, first registered June, 1953, P6 engine, £420.  
**A**LMAR GARAGES (BRISTOL), LTD., 103 Victoria St., Bristol, 1. Phone, Bristol 2441. 828-48  
**1956** GUY Wolf 16-ft. flat, P4 engine, taxed to the end of the year, £165. Justice. Langley Mill 3182. 828-405

HUMBER

Humber Wanted

- W**ANTED, 1952 or later, HUMBER Pullman vans. Culver's Car Mart, Ltd., Moseley Rd., Fallowfield, Manchester, 14. Rusholme 6267-8. 812-7879

JENSEN

- JENSEN**, 23-ft. platform, 1954 specification. 7 Sefton St., Blackpool. 828-7917

LAND ROVER

- 1951** LAND ROVER, short wheelbase, petrol, good condition, £265.  
**1952** LAND ROVER, short wheelbase, petrol, good condition, £275.  
**1953** LAND ROVER, short wheelbase, petrol, good condition, £300.  
**1956** LAND ROVER, short wheelbase, petrol, hard top assembly, good condition, £425.  
**1957** LAND ROVER, short wheelbase, good condition, petrol, £475.  
**1958** LAND ROVER, short wheelbase, diesel, hard top assembly, £650.  
**1958** LAND ROVER, long wheelbase, diesel, good condition, £650.  
**1958** LAND ROVER, long wheelbase, diesel, good condition, £650.  
**COOMBS COMMERCIAL (GUILDFORD), LTD.,** 62907, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 828-267  
**1958** LAND ROVER, 88-in. wheelbase, petrol, in excellent order, £495. Wray Park Garage, Reigate 2263. 828-336  
**1950** LAND ROVER, hard top, very clean and smart, £175. Edware 2572.  
**1958** (Model) diesel LAND ROVER, long-wheelbase, fitted new tilt, mileage 12,000, in genuine first-class condition, and sold as such, open any trial or inspection, £550, terms arranged if desired. St. Giles Motors, 84 Aylham Rd., Norwich. Phone 45954. 828-423

Land Rover Wanted

- W**ANTED, LAND-ROVERS with long wheelbase. Send particulars to Beaumont Garage, 330 Brixton Rd., Brixton, S.W.9. Phone, Bri 5678. 828-81  
**LAND-ROVER** long station wagon required, recent model. Supreme Laundries, Ltd., Laundry Rd., Smethwick, 40. 828-171

LEYLAND

- 1949**, September, LEYLAND Beaver O600 engine, medium-wheelbase chassis and cab, suitable for tipper body, etc., excellent condition, price required, £800. Apply, Williams and Son, Old Rd., Bromyard, Herefordshire. Phone, Bromyard 3133, 2171. 828-215

BROWNHILLS MOTOR SALES.

- FOR USED LEYLAND SEE OUR ADVERTISEMENT UNDER  
USED GOODS VEHICLES UNCLASSIFIED.

BROWNHILLS MOTOR SALES.

- WATLING STREET (A5), BROWNHILLS, STAFFS.**  
Phone, Brownhills 2307, 2336 and 2392. 828-118

- 1951** LEYLAND Comet normal-control drop-side truck, reconditioned engine, gearbox and back-end, weight 4 tons 3 cwt., £450. Cottee and Edwards, Nottingham. Phone 52213. 828-112

- 1952** LEYLAND Octopus 8-wheeler, 24-ft. body, 600 engine, excellent running order, new late-type cab, one owner since new; also several other good Leylands, 4-, 6- and 8-wheelers, 1950 to 1957, in stock.  
**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 175. 828-208

- LEYLAND** 1951 Comet 90 long-wheelbase alloy-bodied truck, one owner from new, excellent in condition and appearance, £445. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 1480, 4568. Evenings, Cherrywood 4322. 828-291

WHALEBONE MOTORS, LTD., offer:—

- 1955** 54-53 LEYLAND 8-wheelers, 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 828-343  
**COMET**, 1955, with drop-side truck body.  
**1956** Hippo 6-wheeler, 24-ft. platform, very clean vehicle.  
**ARLINGTON MOTOR CO.,** High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 828-530

MAUDSLAY

- TWO** MAUDSLAY Moguls, Mk. II long-wheelbase diesel lorries, for disposal, any test or trial, reasonable price. Apply Henry Eaton, Ltd., Motor Body Builders, 107 Palmerston St., Ancoats. Phone, Ardwick 3146. 828-11

Used Goods Vehicles (contd.)

- 1956** MAUDSLAY, ex-W.D., registered October, 1956, tipping body with 4LW engine, very clean, good runner, £360. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 828-111  
**MAUDSLAY** 1949 7-8-ton, 7.7 A.E.C. engine, platform body, good running order; choice of two. Praila (Hereford), Ltd. Phone 1221 01, Hereford. 828-76  
**1947** 6-wheeler, single drive, reconditioned engine, gearbox and rear axle.  
**1949** Tipper, short wheelbase, recent new cab and body.  
**JOHN HUDSON,** Bawtry 362. 828-177

MORRIS AND MORRIS-COMMERCIAL PALMERSTON OF KINGSTON.

- MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.  
**R**ELIABLE used vehicles in stock.  
**PALMERSTON COMMERCIAL MOTORS, LTD.,** 75-77 Penrhyn Rd. Kingston 5618. 828-297

- EX-W.D.** 4 by 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 828-402  
**1955** MORRIS 5-ton chassis and cab with diesel engine, in extremely good order throughout, two new tyres and batteries just fitted, special body can be fitted at a highly competitive price, £385. Heath and Wiltshire, Ltd., South St., Farnham (Surrey) 6234. 828-282  
**1954** MORRIS 10-cwt. van, £275.

- COOMBS COMMERCIAL (GUILDFORD), LTD.,** 62907, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 828-271  
**1950** Saurer, diesel, £60.  
**JOHN HUDSON,** Bawtry 362. 828-178

- MORRIS** J2, 15 cwt., very low mileage, with passenger seats, and absolutely new, Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0048-9. 828-411

SCAMMELL

- 1947** SCAMMELL 25-ton low-loader, 20-ft. in well, air brakes, knock-out axle, 14.00 by 20 tyres, fitted winch, ramps, etc., in really sound condition, any trial, £1,250. Terms and exchanges.  
**SCAMMELL** trailers. We have all types and sizes in stock, 15 ft. to 25 ft., 5 tons to 17 tons, all at reasonable prices.  
**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 175. 828-203

SEDDON

- 1956** SEDDON-SCAMMELL tractor unit, £725. Hamblins Garage, Rectory Rd., Rushden 2211. 828-101  
**NEWPORT MOTOR SERVICES,** East Usk Rd., Newport, Mon. Phone 59441.  
**SEDDON** distributors for Monmouthshire. 828-126

DISPATCH MOTOR CO. offer:—

- 1954** SEDDON P3, aluminium meat body, approx. 400 cu. ft., £325.  
**WATERLOO** 5991. Ford main distributors. 828-303

- 1953** SEDDON Scammell tractor unit, ex C. W. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 1480, 4568; evenings, 828-299

- SEDDON** 1953 long-wheelbase 15-ft. flat platform truck, P6 diesel engine, in good all-round condition, £450.  
**A. ST. BRISTOL,** 1. Phone, Bristol 2441. 828-47  
**LATE** 1948 SEDDON, P6, 90, choice of two. Ernest Thorpe and Co., Ltd., Thurland, near Sheffield. Phone, Stockbridge 2152. 828-221

- 1955** SEDDON diesel 25-cwt. van-perennial carrier, really smart vehicle, tyres as new, £385. Edware 2572. 828-383  
**D**ISMANTLING SEDDONS, 1946-54. Justice, Langley Mill 3182, home 3625. 828-403

- 1949** SEDDON 4-length tipper, drop-side body, £175. Justice, Langley Mill 3182, home 3625. 828-404

SENTINEL

- 1955** August, SENTINEL light 6-wheel hydraulics tipper, fitted with 4-ft. high removable sides, one owner and only had one driver from new, engine and brakes recently overhauled, this vehicle is in perfect condition and can be given any trial, £750.  
**G. ROWBERRY AND SONS, LTD.,** 264 Oshly Rd., G. Handsworth, Birmingham, 21. Phone, Northern 3539 and 6779. 828-146  
**1950** SENTINEL 8-ton long-wheelbase 4-wheel platform truck, underlining diesel, good tyres, £350. Reginald Tildeley, Ltd., Walsall 4811. 828-x454

STANDARD

- 1959** STANDARD Atlas van, one owner, painted, 8,000 miles, extra seat, bumper, £425. Written guarantee. Terms, Exchanges. H. F. Edwards, 28-34 Upper High St., Epsom. Phone 5611. 828-46

THORNYCROFT

- THORNYCROFT** 6-ton Sturdy, diesel, in perfect condition throughout, good tyres, taxed until end of year, fitted with van body, lined in dural, £250.  
**G**ENERAL MOTOR BODY REPAIRS, 503 Bordesley Green, Birmingham, 9. Vic 1720. 828-788

- EX-W.D.** 4 by 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 828-403  
**1954**, December, THORNYCROFT Sturdy Star long-wheelbase boxvan, 21 ft. long, 8 ft. 6 in. high, 7 ft. 3 in. wide inside, in first-class condition, almost new tyres, reconditioned engine and gearbox recently fitted, bargain, £525.

- A. ST. BRISTOL,** 1. Phone, Bristol 2441. 828-47  
**1955** THORNYCROFT diesel 6-7-ton long-wheelbase truck, ex C licence owner, very clean, £425. Advance 5242. 828-169

- 1954** THORNYCROFT 8-wheeler, double drive, all brakes, 24-ft. platform body, in excellent order, one owner since new, small mileage, £1,100.  
**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 175. 828-204

Used Goods

- W**ANTED Write Morecambe.

- 1954** NEW 25-cwt. Special Main Dealer's Phone.

- W**ANTED onward East. Photo.

- F**ORD Tr complete

- F**ORD engine,

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## Used Goods Vehicles (contd.)

**Thornycroft Wanted**  
WANTED, THORNYCROFT 8-wheeler, fitted 6LW. Write Walker Bros., Ltd., Middleton Rd., Middleton Morecambe, or phone Heysham 738. 829-7898

### 1954 TROJAN

25-cwt. van, overhauled and in immaculate condition, £350.  
NEW 25-cwt. TROJAN chassis with prototype van body. Special price £375. Arnold and Pile, Ltd. (Trojan Main Dealers for Kent), St. Vincent's Rd., Dartford, Phone, Dartford 6731. 828-94

### Trojan Wanted

WANTED, TROJAN low-mileage models, 1955 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 822-688

### UNCLASSIFIED KAYS OF DERBY.

Phone, Derby 40681 (13 lines).

### 30 NEW TRUCKS IN STOCK

FOR IMMEDIATE DELIVERY.

EXAMPLES AS FOLLOWS—

FORD Trader 2-ton 128-in. wheelbase, 4D diesel-engined complete van.  
FORD Trader 3-ton, 118-in. wheelbase, 4D diesel engine, low frame chassis and cab, with dual passenger seat.  
FORD Trader 7-ton, 138-in. wheelbase, 6D diesel engine chassis and cab, with heavy duty equipment, heating indicators, heater, and 28-gallon fuel tank, on 8.00 by 20 12-ply tyres all round, choice of seven.  
FORD Trader 7-ton, 160-in. wheelbase, 6D diesel engine chassis and cab, with heavy duty equipment, heating indicators, 28-gallon fuel tank, on 8.25 by 20 12-ply tyres all round, choice of four.  
DODGE Model 3123AP 6-ton short-wheelbase complete tipping truck, 2-speed rear axle, on 8.25 by 20 12-ply tyres all round, choice of two.  
DODGE Model 3144BY 7-ton short-wheelbase chassis and cab, 18500 2-speed rear axle, air brakes, helper springs, towing eyes, 35-gallon fuel tank, on 9.00 by 20 12-ply tyres all round, choice of six.  
DODGE Model 3144BY complete tipping truck, 9.00 by 20 12-ply tyres all round, 18500 2-speed rear axle, low ratio, air brakes, rear helper springs, front shock absorbers, heater, flashing indicators, 35-gallon fuel tank, 16-ton hydraulic jack.  
DODGE Model 3145BY 7-ton long-wheelbase chassis and cab, 18500 2-speed rear axle, air brakes, helpers, heater, flashing indicators, front towing eyes, 35-gallon fuel tank, on 9.00 by 20 12-ply tyres all round, choice of two.  
DODGE Model 3144BY six-wheeled chassis and cab, York axle, air brakes, Leyland engine, 18500 Eaton 2-speed rear axle.

### WANTED. EAST MIDLAND Special A-licensed vehicles.

### SECOND-HAND TRUCKS.

1955 DODGE Model 145AR6 six-wheeled tipper, reconditioned engine, £700.  
1954 DODGE Model 105 5-ton petrol drop-sided truck, £200.  
1949 LEYLAND Comet short-wheelbase tipping truck, £300.  
1957 FORD 5-ton long-wheelbase tipping truck, £750.  
1947 MORRIS-COMMERIAL platform truck, petrol engine, 16-ft. body, £100.  
1947 DODGE petrol-engined tipping truck, £75.  
1950 ALBION platform truck, 6-wheeler, Albion diesel engine, £450.  
1955 FORD 4-ton Thames tipping truck, 128-in. wheelbase, very clean, £425.  
1957 FORD Thames 4D van, £650.

### ASHBOURNE ROAD, DERBY.

### USED UNITS.

A.E.C. 4 x 4 7.7 diesel, unregistered.  
BEDFORD QL 4 x 4 petrol, unregistered.  
BEDFORD 4 x 2 petrol, unregistered.  
1947 LEYLAND Octopus, chassis and cab, 600 engine, double drive.  
1952 BEDFORD tractor unit, petrol.  
1956 BEDFORD 7-ton chassis and cab, petrol engine.  
1952 BEDFORD 3-ton Luton van, choice of two.  
1949 SEDDON 5-ton platform, P6 engine.  
1947 MAUDSLAY Mk. II long-wheelbase flat, 7.7 engine.  
1957 COMMERCIAL TS3, fitted with Primrose third axle.  
1959 BEDFORD QL 4 x 4 long-wheelbase platform, petrol.  
1946 VULCAN P6 engine, long-wheelbase platform, 2-speed axle.  
1953 DODGE 145AR6 long-wheelbase platform, 2-speed axle.

PHONE — CALL — WRITE

### USED UNITS.

WHITFIELD, BURNLEY, LANCS.  
Phone, Burnley 2262. 828-28

### VOSS MOTORS, LTD.

AUSTIN DISTRIBUTORS FOR MERSEYSIDE.

RENSHAW STREET, LIVERPOOL, 1.  
ROYAL 3683.

NEW AND USED VEHICLES ALWAYS IN STOCK.  
DETAILS WITH PRICES PROVIDED BY RETURN OF POST. 830-7878

## Used Goods Vehicles (contd.)

### FORD AND SLATER, LTD. LEYLAND, ALBION.

ALL VEHICLES LESS THAN FIVE YEARS OLD ARE COVERED BY OUR USED GOODS VEHICLES WARRANTY.

1958 LEYLAND Comet tippers, good selection of short- and medium-wheelbase tippers, alloy and timber bodies, 7 and 8 cu. yd.  
1956 LEYLAND Comet, normal-control, medium-wheelbase tipper, 14 ft. by 7 ft. by 2 ft. 4 in. timber drop-side.  
1956 LEYLAND Comet, normal-control, medium-wheelbase tipper, 14 ft. by 7 ft. by 2 ft. 9 in. timber drop-side.  
1954 LEYLAND Comet, normal-control, medium-wheelbase tipper, 14 ft. by 7 ft. by 3 ft. 6 in. timber drop-side.  
1954 LEYLAND Comet, forward-control, medium-wheelbase tipper, 12 ft. by 7 ft. by 2 ft. 4 in. timber drop-side.  
1956 LEYLAND Comet short tipper, 7 cu. yd., timber F.S.  
1959 ALBION Claymore, 16-ft. 6-in. alloy-framed timber flat.  
1957 AUSTIN 5-ton diesel, 14-ft. 3-in. timber flat.  
1941 A.E.C. 6-wheeler, 20-ft. timber platform body.  
1955 BEDFORD 5-ton P6 13-ft. timber drop-sided tipper. Choice of two.  
1955 BEDFORD 5-ton P6, 15-ft. 2-in. timber drop-side.  
1956 COMMERCIAL TS3 artic., Scammell 20-ft. timber platform trailer.  
1958 FORD Trader 7-ton 6D 6-cu.-yd. steel tipper.  
1958 FORD Trader 7-ton 6D timber coal tipper.  
1955 MORRIS 5-ton diesel tipper, 5-cu.-yd. timber drop-sided.  
1951 MORRIS 5-ton diesel, 5-cu.-yd. timber drop-sided tipper.  
1948 MAUDSLAY 7-ton 19-ft. timber flat.  
1956 SEDDON 7-ton 14 ft. by 4 in. by 7 ft. by 4 in. timber F.S. coal tipper. Service P6 engine.  
1955 SEDDON 5-ton P6 16-ft. timber drop-side.  
1954 SENTINEL 17-ft. 9-in. timber flat.  
1948 SENTINEL 17-ft. 9-in. timber drop-side.  
1955 ALBION Chieftain 5-cu.-yd. alloy F.S. tipper.  
1954 BEDFORD 7-ton petrol tipper, 6-cu.-yd. steel body.  
1955 DODGE 7-ton R6 tippers, new tipping gears and bodies, choice of two.  
1954 September, DENNIS Max, 23-ft. flat with 14-ft. trailer, very good condition.  
1959 June, FORD Trader 6D, fitted with York trailing axle, 16-ft. 3-in. timber drop-side tipper.  
1948 MAUDSLAY Twin-Ster, 20-ft. timber flat.  
ALBION CX23 timber flat.

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BEDFORD 4 x 4 900-gal. tankers, ex-M.O.S., choice of several.  
1950 FODEN 8-wheeler single-drive axle, Gardner 6LW engine, 40 by 8 tyres, new-type K cab, 24-ft. panel drop-sided body, in very good condition.  
1954 E.R.F. 8-wheeler, 24-ft. drop-sided body, double-drive axles, Gardner 6LW engine, 9.00 by 20 tyres, air-pressure brakes, in very good condition.  
1954 E.R.F. 4-wheeler, Gardner 4LW engine, 18-ft. drop-sided body, 9.00 by 20 tyres, in very good condition.  
1954 FODEN 7-tonner, Gardner 4LW engine, 17-ft. drop-sided body, 8.25 by 20 tyres, in very good condition.  
1953 COMMERCIAL Superpole 5-tonner, 16-ft. 6-in. drop-sided body, Perkins P6 engine, in very good condition.  
1958 COMMERCIAL 6-wheeler, Boys extension, 22-ft. platform body, 9.00 by 20 tyres, in very good condition.  
1949 LEYLAND Beaver, 20-ft. platform body, 9.00 by 20 tyres, in good condition.  
1950 FODEN, Gardner 5LW engine, 18-ft. drop-sided body, 36 by 8 tyres, in very good condition.  
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NEW B.M.C. LDI chassis with van front end, petrol engine, in stock, immediate delivery.  
1940 SCAMMELL rigid 8-wheeler, 24-ft. body, Gardner 6LW engine, air pressure brakes, twin 36 by 8 tyres on rear.  
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(Supplement)

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YORK 10-ton 25-ft. platform trailer, 9.00 by 20 10-ply tyres, £860.  
YORK 12-ton low-loading trailer, S.A.E. coupling, 18 ft. in the well, air brakes, £1,100.  
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HYLOVEYOR Model HL211HD, unused, 50 ft. long, powered by 6 h.p. 3-phase electric motor, the lift is hydraulically adjustable to a height of about 30 ft., £900.

### LONG WHEELBASE.

LEYLAND Octopus 1951 long-wheelbase drop-side 8-wheeler, in good condition throughout, £1,000.  
BEDFORD 1957 Ro Boys rigid 6-wheeler, exceptionally good condition throughout, £1,250.  
LEYLAND Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £500.  
BEDFORD 1954 A-type P6 long-wheelbase, double-drive axle, one owner, good condition. Tyres fair, ready for work, £325.  
Guy Otter, 1953, P6, 2-speed axle, platform body, in good condition, choice of three, £1,000 each.  
SEDDON 1948 to 1953 long-wheelbase platform, choice of three, £75-£175.  
LEYLAND Comet 1948 long-wheelbase platform, £200.  
MAUDSLAY 1948 twin steer long-wheelbase platform, choice of three from £125-£300.  
BEDFORD 1951 7-ton petrol long-wheelbase platform, good condition throughout, £800.  
ALBION 1950 Chieftain, recently fitted with new Albion diesel engine, in exceptionally good condition throughout, £375.  
BEDFORD 1954 7-ton long-wheelbase fitted with Baiko 5.5-litre, wheelbase extension and new 20-ft. platform body, Perkins R6 Mark II engine recently fitted, 9.00 by 20 tyres all round; this vehicle is in exceptionally good condition throughout, £900.  
1948 7-ton long-wheelbase platform, A.E.C. 7.7 engine, in good condition, £200.  
E.R.F. 1947 standard long-wheelbase, 5LW Gardner engine, £200.  
DENNIS Max 1946 7½-ton diesel, this vehicle is in exceptionally good condition, recently fitted with new cab, over £800 has been spent on it in the past 18 months, £350.  
DODGE, 1956, P6, standard platform, good condition throughout, one C-licensed operator, £550.  
BEDFORD 1956 A-type, P6, long wheelbase, double drop side, in good condition throughout, choice of two, £450.  
BEDFORD, 1954, R6, standard drop side, good condition, £400.  
BEDFORD, 1951, S-type 7-ton long wheelbase, fitted with Perkins P6 fair condition, £200.  
BEDFORD, 1956, 7-ton, wood double drop-side body, B.M.C., in exceptionally good condition throughout, £600.

### TRAILERS AND ARTICULATED.

ALBION 1951 tractor unit, Meadows 4-cylinder diesel engine with Cammerton coupling, £325.  
E.R.F. 1946, Gardner 5LW, complete with new long wheelbase, 20 ft. in the well 15-20-ton Dyson low-loading trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit is ex well-known C-licen user, £2,000.  
MAUDSLAY tractor unit, fitted with latest-type A.E.C. cab and radiator grille, A.E.C. fully reconditioned 7.7 engine, completely rewired, new batteries, in exceptionally good condition throughout, fitted with new York 18 ft. in the well 15-20-ton low-loading trailer, £2,000.  
ALBION 1951 HD53L diesel tractor unit, good unit but in serious engine trouble, as is, £325.

### TIPPERS.

A.E.C. Mercury, 1959, Pilot underbody gear and wood body, in as-new condition, £2,500.  
LEYLAND 1949 double-drive 6-wheel Hippo, underbody tipper good condition throughout, £900.  
E.R.F. 1949, 5LW Gardner, standard wood-body tipper, very careful operator, £750.  
AUSTIN 1955 5-ton standard steel-body tipper, in a good clean condition and ready for work, £375.  
COMMERCIAL, 1956, TS3 diesel, fitted with underbody tipping gear and standard wood drop-side body, in exceptionally good condition throughout, £700.  
BEDFORD, 1954, 7-ton, R6, long-wheelbase just fitted with new long-wheelbase wood drop-side tipping body and Pilot twin-front ram tipping gear, £950.  
BEDFORD, September, 1957, 6-ton medium wheelbase, B Bedford diesel engine, twin front ram Pilot tipper, 12-ft. 6-in. wood body, in outstanding condition throughout, £850.  
BEDFORD, 1953, S-type, petrol, 7-ton, standard steel tipper, on all good 8.25 tyres, £300.  
BEDFORD, 1954, A-type, 5-ton, P6, standard wood-body tipper, £400.  
DODGE, 1957, long wheelbase, 25A/PG, 7-ton, R6, normal-control wood-body tipper, £785.  
DODGE 1955 P6 standard tipper, in fair condition only, £250.

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ALSO

NEW DODGE 7-ton hydraulic tipper, Leyland engine, immediate delivery.  
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1952 E.R.F. Twin Steer, 20-ft. 6-in. flat, 5LW engine, very clean.  
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1949 ATKINSON 8-wheel, 21-ft. alloy-bodied tipper.  
1946 ATKINSON 8-wheel 21-ft. tipper, resprayed.  
1949 MAUDSLAY 8-wheel double-dropside 21-ft. steel-bodied tipper, A.E.C. 9.6 engine.  
1952 FODEN 8-wheel double-dropside 20-ft. alloy-bodied hydraulic tipper, latest type 2-stroke engine.  
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ANY of the above machines can be sold with Special licence, East Midlands, or Norfolk areas.  
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1955 DODGE long-wheelbase 7-ton hydraulic tipper, 14-ft. 6-in. drop-sided body, very clean.  
1956 DODGE 5-ton long-wheelbase 16-ft. drop-sided truck, P6 engine.  
1957 DODGE long-wheelbase hydraulic tipper, P6 engine, very clean.  
1954 DODGE 6-ton flat, P6 engine.  
1953 DODGE 7-ton 18-ft. drop-sided truck.  
1952 DODGE 6-ton long-wheelbase hydraulic tipper.  
1955 ALBION Reiver 6-wheel, 22-ft. flat, very clean.  
1951 ALBION Chieftain 16-ft. flat.  
1956 B.M.C. long-wheelbase drop-side truck.  
1952 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.  
1954 SEDDON 14-ft. hydraulic tipper.  
1958 BEDFORD 7-ton hydraulic tipper, 12-ft. body, Leyland engine.  
1954 BEDFORD A-type, 600 cube van, petrol engine.  
1956 BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.  
1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.  
1957 COMMERCIAL long-wheelbase 2-stroke engine, 7-ton hydraulic tipper, 9.00 tyres.  
1949 LEYLAND Comet 12-ft. tipper.  
1954 REBUILT Foden 8-wheel tipper, steel body and Gardner engine, suitable for internal use.  
1949 FODEN 18-ft. flat, 4LW Gardner, very clean.  
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CHOICE of 50 other trucks from £50 upwards.

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AUTHORIZED DEALERS.  
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1955 ALBION Reiver long-wheelbase drop-side.  
1956 ALBION Chieftain, 17-ft. 6-in. alloy drop-side body.  
1955 ALBION Chieftain, 17-ft. 6-in. wooden platform body.  
1956 BEDFORD long-wheelbase tipper.  
THE following vehicles will be available shortly:—  
1953 LEYLAND Comet, 18-ft. 6-in. drop-side body, choice of two.  
1955 LEYLAND Comet, 14-ft. 6-in. tipping body.  
1954 LEYLAND Comet, 14-ft. 6-in. tipping body.  
1954 A.E.C. 8-wheeler, 21-ft. alloy drop-side tipping body.  
1955 THORNYCROFT Sturdy Star, 14-ft. 6-in. tipping body.

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(COMMERCIAL VEHICLE SALES).  
188 REGENT ROAD,  
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1948 MAUDSLAY 7.7 A.E.C. the condition is above average, good platform body, ready for work, £195.

## AVAILABLE SHORTLY.

1958 BEDFORD Boys 6-wheel flat, 21-ft., in excellent condition, attractively priced.

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1957 BEDFORD 300-cu.-in. diesel medium-wheelbase tipper, U-shaped all-metal body, twin rear gear.  
1954 BEDFORD 5-ton short-wheelbase P6 tipper, good condition throughout.  
1947 BEDFORD O-type petrol long-wheelbase tipper.

## TRACTORS.

1957 BEDFORD 300-cu.-in. diesel 8-ton normal-control Scammell tractor unit, existing engine fitted 25,000 miles, in excellent condition.  
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1957 BEDFORD 5-ton long-wheelbase drop-side petrol truck, quality tested, first-class condition.  
1955 BEDFORD 5-ton long-wheelbase P6 diesel platform truck.  
1954 MORRIS B.M.C. diesel long-wheelbase drop-side truck.  
1955 4D diesel platform truck.  
1955 BEDFORD 5-ton long-wheelbase petrol drop-side truck.  
1955 BEDFORD 7-ton R6 diesel long-wheelbase drop-side truck, one owner, in good condition.  
1954 BEDFORD 7-ton R6 long-wheelbase platform truck, choice of two.

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1950 DENNIS Pax pantechonicon, cheap.

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DEMONSTRATIONS arranged any time on your premises without obligation.  
PART-EXCHANGE accepted against any of the above machines.

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1956 7-ton forward-control long-wheelbase platform lorry, power steering, 2-speed axle, diesel, taxed, choice of two, £650.  
1954 3-ton normal-control drop-side lorry, diesel, choice of two, £300.  
1958 3-ton long-wheelbase drop-side lorry, painted red, as new, offers.  
1959 MORRIS-COMMERCIAL 7-ton (latest), cab fitted, power steering, 900 by 20 tyres, 3-piece maximum length body, painted dark green, unletered, drop-side lorry, 20,000 miles only, £1,100.

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1955 7-ton forward-control alloy-platform long-wheelbase lorry, diesel, offers.  
1956 5-ton normal-control long-wheelbase drop-side lorry, petrol, offers.

1955 5-ton normal-control long-wheelbase platform lorry, diesel, offers.

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1956 MORRIS-COMMERCIAL LD2 30-cwt. diesel van, fitted with extra large capacity body, £400.  
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1956 LEYLAND Comet 90, cab new, 2-speed axle, 5-speed box, 17-ft. 6-in. body.  
1952 LEYLAND Comet 90, 2-speed axle, 5-speed box, 19-ft. body, twin fuel tanks.  
1950 LEYLAND Comet 75, 2-speed axle, 5-speed box, 17-ft. 6-in. timber body.  
1957 DENNIS Pax, Perkins P6 engine, 18-ft. body, 5-speed box.  
1957 GUY Warrior, LW engine, 2-speed axle, air brakes, 21-ft. body, in sound condition.  
1956 ALBION Clydesdale, 4-cylinder Albion engine, 5-speed box, Lockheed servo brakes 20-ft. alloy frame, sound condition.  
1956 GUY Warrior, Meadows engine, 5-speed gearbox, 2-speed rear axle, air brakes, 20-ft. timber body, very good condition.  
1952 E.R.F. 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, air Lockheed brakes.  
1955 LEYLAND Octopus, 600 engine, 5-speed box, double drive, air brakes, good condition. Choice of three.  
1954 A.E.C. Mammoth Major, 11.3 engine, double drive, air brakes, exceptional condition.  
1953 ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body, choice of two.  
1953 SEDDON, fitted with 4-cylinder A.E.C. engine, 16-ft. 6-in. all alloy body, in excellent condition, engine new.

## MEDIUM CAPACITY.

1955 COMMERCIAL 5-ton tractor unit with Scammell coupling, Perkins engine, 2-speed axle.  
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1958 BEDFORD S-type tractor, with S.A.E. coupling, immaculate.  
ALSO selection of cheap pre-1948 4-, 6- and 8-wheelers.

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£20,000-worth of spare parts and exchange units for DODGE trucks and Perkins diesel engines.

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1954 E.R.F. 8-wheeler platform.

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1951 THORNYCROFT 8-wheeler drop-sider.

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## ALL NEW DODGE MODELS

AVAILABLE FOR EARLY DELIVERY.

DODGE 7-ton (Model 3144BY), chassis-cab.

STANDARD Atlas 10-12-cwt. van (side loading door).

1958 COMMERCIAL 7-ton tipper (P4), £1,100.

1958 Thames Trader 7-ton tippers, choice of two.

1958 Thames Trader 5-ton tipper, £920.

1958 MORRIS Minibus, £475.

1956 BEDFORD 10-12-cwt. van, £275.

1956 DODGE 6-ton tipper, Model 103 P6, with light alloy body, £725; choice of four.

1955 FORD 10-cwt. pick-up truck, steel body, £175.

1954 AUSTIN Roadstar 2-3-ton boxvan, £215.

1951 -2 DODGE 5-ton long-wheelbase truck, £275.

1951 BEDFORD 5-ton tipper, £125.

1947 MORRIS 1-ton drop-side truck, £60.

MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3493. 828-323  
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**COVENTRY AND JEFFS, L. TD.**  
COMMERCIAL VEHICLE SPECIALISTS.  
NEW FOR DELIVERY NOW.

**DODGE 3144AY** tipper (7-ton), 16,500 Eaton axle, rear helper springs, front shock absorbers, 9.00 by 20 tyres, list price.  
**DODGE 3144AY** tipper (7-ton), Eaton axle, helper springs, front shock absorbers, 9.00 by 20 tyres, list price.  
**DODGE 3146AY** 19-ft. 6-in. double-drop-side lorry, 16,500 Eaton axle, rear helper springs, front shock absorbers, cab heater, list price.  
**DODGE 3146AY** chassis and cab (178-in. wheelbase), Eaton axle, helper springs, front shock absorbers, 35-gal. fuel tank, cab heater, flashing indicators, list price.

### TIPPERS. TIPPERS. TIPPERS.

**BEDFORD** (June, 1956) 5-ton standard tipper, brakes overhauled, reconditioned rear axle, good mechanical condition, £650.  
**SEDDON** (March, 1956) Mk. 551-2, 15-ft. body, Eaton 2-speed axle, P6 engine, long-wheelbase tipper, 9.00 by 20 tyres, very good vehicle, clean, ready to work, £775.  
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**DODGE** (September, 1954) 103AP6, fair condition, £350.  
**MAUDSLAY** (May, 1948), 7.7 engine, new body just fitted, well tired, ready to work, £325.  
**DODGE** 103P6 (January, 1954), standard 5-cu.-yd. body, well tired all round, 7.50 by 20, clean, ready to work, £350.  
**MAUDSLAY** (July, 1948) tipper, 7.7 engine, reasonably well tired, fair condition, £200.  
**COMMER** TS3 (November, 1957), 12-ft. 6-in. body with Pilot gear, reasonably well tired, one owner from new, air brakes, £950.  
**BEDFORD** 1955 standard 5-ton tipper, 8.25 by 20 tyres, clean, ready to work, £600.  
**FOR** immediate delivery: 7-ton LEYLAND engine tippers and drop-side vehicles.

**ATKINSON, DODGE, SEDDON, FORD.**  
24-HOUR SERVICE.

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BRISTOL, 3.  
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**1957** FORD 4D diesel Lorry, 1,300 cu. ft. capacity, separate cab, £650.  
**1956** AUSTIN 5-ton long-wheelbase drop-sided truck, forward control, ex C-Licence owner, £450.  
**1956** BEDFORD diesel short-wheelbase tipper, steel body, very clean, £525.  
**1956** AUSTIN B.M.C. diesel 7-ton long-wheelbase truck, in immaculate condition, one C-Licence owner, £625.  
**1956** BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body, very good order, £350.  
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**1955** LEYLAND Comet 80 7-3-ton long-wheelbase truck, in immaculate condition, one owner, £800.  
**1955** FORD 4D diesel 4-ton long-wheelbase truck, £295.  
**1953** BEDFORD A model 1300 Luton van, separate cab, 6 ft. 6 in. inside height, one owner, £335.  
**1953** COMMER 7-ton long-wheelbase truck, 18-ft. alloy body, very clean, £250.  
**1952** BEDFORD diesel 7-ton long-wheelbase truck, very good order, £250.  
**G.T.C. (COMMERCIALS), LTD.**, 2 Addington (Underground Station.) Advance 5242. 828-166

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**1956** B.M.C. 7-ton long-wheelbase truck.  
**1956** November, B.M.C. 7-ton long-wheelbase tipper.  
**1955** AUSTIN B.M.C. diesel normal-control long-wheelbase truck, Eaton 2-speed axle.  
**1955** SEDDON 6-7-ton diesel tipper.  
**1955** FORD 4D 3-ton long-wheelbase truck.  
**1957** COMMER TS3 7-ton drop-side truck.  
**1954** BEDFORD 3-ton long-wheelbase tipper.  
**1951** BEDFORD 30-cwt.  
**1953** AUSTIN 5-ton long-wheelbase tipper, petrol.  
**1953** AUSTIN 5-ton short-wheelbase diesel tipper.

#### TERMS ARRANGED.

### COX'S MOTORS (HILL TOP), L. TD.

127 HILL TOP, WEST BROMWICH.  
Phone, Wednesbury 0470, 1047. 828-146

### Used Goods Vehicles (contd.)

#### MARSHALLS (CAMBRIDGE), L. TD.

#### OFFER THE FOLLOWING

#### USED COMMERCIAL VEHICLES.

AT AIRPORT GARAGE,  
NEWMARKET ROAD, CAMBRIDGE  
Phone, Cambridge 56291.

**1958** AUSTIN A55 van, green, fitted heater and screen washers, excellent order, £430.  
**1958** COMMER 15-cwt. pick-up, green, fitted heater, very good order, £440.  
**1957** BEDFORD 12-seater Utilicon, blue-grey, fitted heater, good condition, £450.  
**1957** MORRIS pick-up, green, fitted heater, £250.  
**1955** AUSTIN A40 van grey, one owner, good condition, £265.

AT 63 BRIDGE STREET, PETERBOROUGH.

Phone, Peterborough 66011.

**1957** AUSTIN A55 van, green, fitted heater, one owner, very good condition, £430.  
**1957** AUSTIN A152 Omnivan, grey, fitted radio and heater, good order, £415.  
**1956** LAND ROVER, green, fitted heater, taxed, tyres and general condition very good, £400.  
**1954** MORRIS pick-up, green, fitted heater, good order, £250.

AT 120 GOLDINGTON ROAD, BEDFORD.

Phone, Bedford 68366.

**1957** AUSTIN A152 Omnivan, blue-white, low mileage, tyres and general condition very good, £395.  
**1952** BEDFORD 10-cwt. van, green, good order, £165.  
**1950** COMMER 6-ton truck, blue, good order, £155.

#### MARSHALLS (CAMBRIDGE), L. TD.

CAMBRIDGE, PETERBOROUGH; BEDFORD. 828-170

### HILLS.

**ALBION** Clydesdale 7-8-ton integral-built van, 17 ft. 6 in. by 7 ft. by 6 ft. 6 in., one owner, 9.00 by 20 12-ply tyres, unladen weight 4 tons 10 cwt. 56 lb., first registered September, 1956, £1,385.  
**B** 18 in., Leyland 351-cu.-in. engine, 9.00 by 20 12-ply tyres, first registered September, 1957, £985.  
**B** 12 ft. 6 in. by 6 ft. 8 in. by 3 ft. 4 in., fixed sides, 8.25 by 20 12-ply tyres, first registered October, 1955, £585.  
**B** BEDFORD 5-ton Luton van, 800 cu. ft., first registered 1952, £235.  
**B** BEDFORD 6-wheel platform lorry, 21 ft. by 7 ft., Leyland 351-cu.-in. engine, 9.00 by 20 12-ply tyres, unladen weight 4 tons 14 cwt., first registered 1958, £1,125.  
**B** BEDFORD 7-ton short-wheelbase tipper, underbody, petrol, first registered 1957, £645.  
**B** BEDFORD 7-ton long-wheelbase R6 chassis-cab, 8.25 by 20 12-ply tyres, first registered 1954, choice of two, each £605.  
**B** 7-ton long-wheelbase platform lorry, 16 ft. by 7 ft. 4 in., 2-speed axle, power steering, first registered 1956, £668.  
**D** DENNIS 6-wheel drop-side truck, 21 ft. by 7 ft. by 16 in. sides, 9.00 by 20 14-ply tyres, first registered 1951, £555.  
**F** FODEN 4LW platform lorry, 20 ft. by 7 ft., 8.25 by 20 12-ply tyres, first registered 1951, £625.  
**F** FORD 4D Trader 5-ton drop-side truck, 13 ft. 6 in. by 7 ft. 2 in. by 18 in., 7.50 by 20 10-ply tyres, first registered 1958, £785.  
**S** SEDDON Mk. 15 7-ton platform lorry, 17 ft. by 7 ft., 8.1 in., 9.00 by 20 12-ply tyres, first registered 1957, £1,135.  
**S** SEDDON Mk. 7 3-ton boxvan, approximately 650 cu. ft., 7.00 by 20 10-ply tyres, first registered 1954, £485.  
**S** SENTINEL 6-wheel drop-side truck, 21 ft. 6 in. by 7 ft. 2 in. sides, 9.00 by 20 14-ply tyres, first registered 1954, £465.

#### HILLS GARAGES (MANCHESTER), L. TD.

80-90 PORT STREET, MANCHESTER, 1.

Central 4311. 828-24

#### THE MILLBURN ORGANIZATION,

PRESTON, LONGTON, LANCS 3255-6.

GLASGOW BELL 0073.

CARLISLE 25422.

#### COMMERCIAL AND PASSENGER VEHICLE

#### SPECIALISTS.

#### AUTHORIZED DEALERS FOR

**ALBION-LEYLAND-THAMES TRADERS.**

IMMEDIATE AND EARLY DELIVERIES.

**ALBION** Caledonian 8-wheelers.

**ALBION** Reiver 6-wheelers.

**ALBION** Clydesdale, Chieftain, Claymore 4-wheelers.

**THAMES** Traders—petrol and diesel, 5 cwt. to 7 tons, 4- and 6-wheelers.

**YORK** trailers, 8 tons upwards, single or tandem axles, with Scammell or fifth-wheel coupling.

#### ALSO

USED COMMERCIALS FROM 5 CWT. TO 20 TONS.

SEE OUR AUCTION SALE ADVERTISEMENT

FOR NOVEMBER 5 NEXT.

UNDER AUCTION SALES.

#### MILLBURN MOTORS (PRESTON), L. TD.

WALMER BRIDGE,

LONGTON, PRESTON.

Phone, Longton, Lancs 3255-6. 828-62

### Used Goods Vehicles (contd.)

#### HENDY FOR FORD.

#### BRITAIN'S FIRST MAIN DEALER.

EARLY OR IMMEDIATE DELIVERY OF ALL  
THAMES MODELS.

**1958** FORD Trader 6D 7-ton long-wheelbase chassis-cab, £825.  
**1957** FORD Trader 6-yd. 6D tipper, £825.  
**1958** MORRIS tractor unit, B.M.C. diesel, with Scammell equipment, £790.  
**1957** AUSTIN, B.M.C. diesel, 3-yd. tipper, £590.  
**1956** FORD 4D long-wheelbase truck, choice of two, £425.  
**1953** AUSTIN 5-ton Loadstar Luton van, £290.  
**1951** BEDFORD P6 long-wheelbase Luton van, £390.  
**1952** S-type BEDFORD 7-ton petrol truck, £230.  
**1954** BEDFORD S-type diesel, £450.  
**1957** FORD Trader 4D 5-ton long-wheelbase chassis-cab, £590.  
**1955** SEDDON 6-yd. tipper, £290.  
**1953** BEDFORD 5-ton, petrol, truck, £290.  
**1954** FORD P6 long-wheelbase truck, £250.  
**1953** FORD 4D tipper, £290.  
**1952** BEDFORD S-type 6-yd. tipper, £125.

#### PERCY HENDY, L. TD.

VINCENTS WALK, SOUTHAMPTON, 28331.

#### PERCY HENDY, L. TD.

THAMES HOUSE, CHANDLERS FORD 2271.  
828-456

#### CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), L. TD.

#### DODGE DISTRIBUTORS.

S.E. ESSEX.

#### PERKINS DIESEL SIGNHOLDERS.

**NEW** DODGE 6-ton forward-control 6-cu.-yd. tipper, new-type Perkins engine, drop-side steel body, £33 by 20 tyre equipment, Weston gear, £1,661.  
**N** tipper, 5-cu.-yd. drop-side body, 8.25 by 20 tyre equipment, B. and E. gear, £1,512.  
**N** NEW 6-ton DODGE forward-control long-wheelbase diesel tipper, new type Perkins engine, telescopic twin-ram underbody gear, 16-ft. body, double drop-sides, 8.25 by 20 tyre equipment, £1,800.  
**N** NEW 7-ton Thames Trader chassis-cab, 160-in. wheelbase, 900 by 20 tyre equipment, £1,261.  
**1955** DODGE 7-ton long-wheelbase double-drop-side truck with new 19-ft. body, owner driver, one owner, super condition, £950.  
**1956** DODGE 6-ton long-wheelbase drop-side truck, factory-replacement engine fitted, painted navy blue, £875.  
**1956** BEDFORD 10-cwt. van, 2-tone, very low mileage, £295.  
**1951** FORD Sussex 6-ton diesel van, well tired, excellent body, freshly painted in grey, ideal for bulky loads, £375.

**IMPERIAL GARAGE, Hadleigh, Essex.** Phone, Hadleigh, Essex, 57271. 828-81

#### G. S. OSCROFT AND CO., L. TD.

#### MAIN BEDFORD DEALERS.

#### NEW BEDFORDS FROM STOCK.

**7-TON** long-wheelbase normal-control, heavy-duty chassis-cab, 2-speed axle, diesel, £1,252.  
**7-TON** short-wheelbase normal-control, heavy-duty tipper, diesel, 2-speed axle, £1,484.  
**7-TON** short-wheelbase forward-control tipper, U-shaped, diesel, 2-speed axle, £1,499.

#### USED VEHICLES.

**1956** BEDFORD long-wheelbase drop-side truck, petrol, in good condition, £465.  
**1956** AUSTIN 5-ton tipper, double-drop-side body, twin-ram tipping gear, B.M.C. diesel, in good condition, £450.  
**1955** DODGE 5-ton tipper, P6, single ram tipping gear, double drop-side body, £400.  
**1953** December, DODGE 7-ton tipper, alloy body, R6 diesel, 9.00 by 20 tyres, 2-speed axle, £450.  
**1945** BEDFORD short-wheelbase petrol tipper, £125.

**DOMINION HOUSE, Derwent St. Derby 40171.** 828-134

#### E. RAYMENT, L. TD.

#### DODGE DISTRIBUTORS FOR EAST LONDON.

**NEW** DODGE 7-ton forward-control diesel tipper, Leyland engine, Band E, 4LNK tipping gears, 10-cu.-yd. steel drop-side body (calibrated), two for immediate delivery.  
**F** FORD 5-ton 4D (diesel) platform, repainted, three months' guarantee.  
**F** FORD 5-ton ET7 (diesel) platform; choice of two.

**334-340 ROMFORD RD., London, E.7.** Maryland 4772-3-4. 828-349

**1956** BEDFORD 15-cwt. van, good condition.  
**1955** ALBION Chieftain 7-ton tipper, 7 cu. yd.  
**1955** BEDFORD tipper, new wooden body, P6 engine.  
**1949** A.E.C. Monarch, 18-ft. platform, 9.00 by 20 tyres.

#### ARLINGTON MOTOR CO., L. TD.

DUMBALLS ROAD, CARDIFF, GLAMORGAN.  
Phone, Cardiff 30641. 828-529

Used Goods Vehicles (contd.)  
S. F.  
OFFER  
NEW ALBION  
NEW ALBION  
NEW A.E.C.  
NEW E.R.  
NEW E.R.  
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A.E.C.  
SCAMMELL

## Used Goods Vehicles (contd.)

### S. HUGHES (COMMERCIAL), LTD.

LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL, NR. LEEDS.

Phone, Dudley Hill 1144 (4ix Lines).

### OFFER FOR IMMEDIATE DELIVERY:—

- NEW ALBION Reiver to take 24-ft. flat double-drive.
- NEW ALBION Chieftain tipper, 900 by 20 tyres.
- NEW A.E.C. Mark III chassis fitted with 2,000-cu.-ft. van body.
- NEW E.R.F. 4.4 (G) 20-ft. flats.
- NEW E.R.F. with 6LX engine, double drive.
- NEW FORD Trader 160-in. long-wheelbase, fitted 900 by 20 tyres.
- NEW FORD Trader fitted Primrose extension, 900 by 20 tyres.
- NEW FORD Trader Anthony hoist tippers, 900 by 20 tyres.
- NEW LEYLAND 8-wheeler.
- NEW LEYLAND Comet Model ECO2/3R.

### USED 8-WHEELERS.

- 1957 LEYLAND Octopus, double drive, 24-ft. flat; choice of three.
- 1956 LEYLAND Hippo, double drive, 24-ft. flat.
- 1955 LEYLAND Octopus, double drive, 24-ft. flat.
- 1955 LEYLAND Hippo, double drive, 24-ft. flat.
- 1951 E.R.F., 6LW engine, double drive, 24-ft. flat.
- 1951 E.R.F., 6LW engine, 24-ft. drop-side body.
- 1949 FODEN, double drive, 24-ft. flat.
- 1949 MAUDSLAY, double drive, 24-ft. flat.
- 1948 MAUDSLAY, double drive, 24-ft. flat.
- 1948 ALBION, double drive, 24-ft. flat.
- 1944 ATKINSON, double drive, 6LW engine, 24-ft. flat.
- 1938 E.R.F., 6LW engine, 24-ft. drop-side body.

### USED 6-WHEELERS AND TWIN STEERS.

- 1955 ATKINSON Twin Steer, 20-ft. flat.
- 1953 A.E.C. Twin Steer, 20-ft. 6-in. drop-side body.
- 1953 E.R.F. Twin Steer, 5LW engine, 22-ft. 6-in. alloy flat.
- 1952 E.R.F. Twin Steer, 5LW engine, 20-ft. flat.
- 1951 ATKINSON 6LW double drive, 24-ft. flat.
- 1951 DENNIS Max with Boys extension, 20-ft. drop-side body.
- 1951 MAUDSLAY Twin Steer, 20-ft. flat alloy body.
- 1948 MAUDSLAY Mogul Mark III, 22-ft. flat with canopy.

### USED TRACTORS AND ARTICULATED.

- 1951 BEDFORD tractor unit, Scammell coupling.
- 1938 SCAMMELL 6LW with van trailer 24 ft. long, 6 ft. 6 in. high, side roller doors and doors at rear.
- 1938 SCAMMELL 6LW, 24-ft. trailer.

### USED TIPPERS.

- 1958 COMMERCIAL with 12-ft. body.
- 1955 LEYLAND Hippo 8-wheeler fitted new Milshaw gear and new 22-ft. body, double drive.
- 1946 ATKINSON 6LW double-drive 8-wheeler, 22-ft. body.
- 1955 DODGE R6 with Eaton 2-speed axle, 15-ft. body.
- 1950 ALBION otter with twin-ram scar.
- 1947 A.E.C. with 13-ft. 6-in. steel body.
- 1945 E.R.F. with twin-ram scar.
- 1944 E.R.F. with 14-ft. 6-in. body.
- 1958 B.M.C. tippers, fitted alloy bodies, as new; choice of two.

### USED 4-WHEELERS.

- 1954 A.E.C. Monarch, fitted 20-ft. body.
- 1956 LEYLAND Beaver fitted 18-ft. 6-in. drop-sided body.
- 1956 BEDFORD diesel with 16-ft. flat.
- 1953 SEDDON diesel with 16-ft. drop-side body.
- 1953 THORNYCROFT with 20-ft. 6-in. flat.
- 1952 ALBION with 17-ft. alloy body.
- 1951 AUSTIN, petrol, 13-ft. 6-in. flat.
- 1950 ALBION Chieftain oiler, 17-ft. flat.
- 1950 LEYLAND with 20-ft. flat alloy body.
- 1950 FODEN with 17-ft. flat.
- 1949 SEDDON diesel with 16-ft. flat alloy body.
- 1949 DENNIS Max with 18-ft. 6-in. flat.
- 1948 MORRIS-COMMERCIAL diesel van.
- 1946 FODEN with 18-ft. drop-side body.
- A.E.C. Dumpers.
- SCAMMELL tractors.

(Continued in next column)

## Used Goods Vehicles (contd.)

TWO new Brookhouse trailers, fitted Scammell couplings, 900 by 20 tyres.

NEW and second-hand trailers.

SPARE parts, engines, gearboxes for all makes of commercial and passenger vehicles.

### HIRE-PURCHASE, PART-EXCHANGES.

NIGHT PHONES, CLECKHEATON 2461-2.

MIRFIELD 3183, 2160.

WALES: R. COWELL, NEWPORT 59866.

828-504

### A. E. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D, Baico extension chassis, fitted with 1,500-cu.-ft. Luton body, £1,400.

NEW FORD 7-ton 6-wheel Trader chassis-cab, £1,655.

1951 ATKINSON long-wheelbase truck, 4LK.

Gardner engine, £295.

1953 COMMERCIAL 25-cwt. van, excellent condition; choice of two.

1953 GUY Otter, fitted Perkins P6 engine, 14,000 miles, 36 by 8 tyres, £425.

1955 November, SEDDON, fitted with 1,350-cu.-ft. body, 36 x 8 tyres, as new, 5-speed box, 2-speed axle, £575.

1949 SEDDON short-wheelbase hydraulic tipper, fitted with P6 engine, £175.

1956 BEDFORD 7-ton 5-type long-wheelbase truck, Perkins engine, £525.

1953 AUSTIN long-wheelbase hydraulic tipper, 6-cu.-yd. body, £225.

HIRE-PURCHASE arranged.

CONNORTON'S, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421.

828-162

### SELLERS AND BATTY (SALES), LTD.

FENGATE, PETERBOROUGH.

Phone, Peterborough 67048.

NEW vehicle ex stock, E.R.F. 44G 6-cu.-yd. drop-side tipper.

1954 ALBION Chieftain, fitted 18-ft. drop-side body, light-alloy cab, good tyres, clean machine.

1956 DODGE 7-ton platform truck, fitted Perkins R6 Mk. 2 engine, 19-ft. platform with cab roof rack, suitable for hay and straw.

1956 B.M.C. 5-ton normal-control twin-ram long-wheelbase tipper, fitted 13-ft. drop-side tipping body, Pilot gears.

1954 FORD Thames ET7 5-ton short-wheelbase tipper, fitted Perkins P6, unladen weight 3 tons 4 cwt.

1950 FODEN 6-ton platform lorry, fitted Gardner 4LK engine, tyre equipment 90%, very sound little vehicle.

1949 DODGE petrol drop-side truck, good tyres.

1949 MAUDSLAY drop-side truck, fitted Gardner 5LW, tyre equipment 80%, one owner, above-average condition.

828-152

### DUNNS MOTORS, LTD.

TAUNTON AND EXETER.

Phone 2607-8.

FOR COMMERCIAL KARRIER.

NEW 7-ton COMMERCIAL TS3 drop-sider, o.s. 1770s, immediate delivery.

NEW 6-ton COMMERCIAL med. die. drop-sider, o.s. 1770s, immediate delivery.

1956 FORD 4L 4-ton long-wheelbase drop-sider, 1956 helper springs, low mileage, excellent condition, choice of two, £500.

1955 FORD 4L 4-ton long-wheelbase drop-sider, £300.

1954 December, LAND ROVER, low mileage, excellent condition, £340.

1946 BEDFORD 3-ton van, £100.

828-339

### THE NIGHTINGALE ENGINEERING CO.

LTD.

1955 SCAMMELL 8-wheeler, fitted with 24-ft. flat platform body, good condition.

1958 COMMERCIAL TS3 tractor unit.

1956 (Registered) 6-wheel FODEN platform.

1950 DENNIS Max, very clean vehicle.

1951 E.R.F. twin-steer platform, good condition.

1952 LEYLAND Octopus platform, very clean, available shortly.

1953 FODEN 8-wheeler platform.

WESTERN LANE, London, S.W.12. Battersea 2193.

828-296

### BIRMINGHAM COMMERCIAL OFFER:—

NEW MORRIS B.M.C. trucks.

1956 B.M.C. long-wheelbase trucks.

1956 BEDFORD 12-ton tractor.

1955 E.R.F. 8-wheeler, van body.

1948 FODEN 8-ton, 5LW.

1952 FODEN 6-ton, 4LK.

1953 LEYLAND Comet.

1956 A.E.C. Twin Steer.

1953 FODEN 8-wheeler.

TERMS AND EXCHANGES.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Victoria 0437-8.

828-279

## Used Goods Vehicles (contd.)

### COMBERHILL WAKEFIELD GARAGES, LTD.

INGS ROAD, WAKEFIELD (6771-10 LINES).

COUNTY DISTRIBUTORS FOR ATKINSON

VEHICLES.

MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786XA (Gardner 6LX, 150 b.h.p.)

17-ton 8-wheeler chassis-cab.

NEW ATKINSON L746X (Gardner 6LX, 150 b.h.p.)

4-wheel tractor, fifth-wheel coupling, early delivery.

NEW ATKINSON M645LW (Gardner 5LW) 8-10-ton

4-wheel Midshaw twin-ram tipper, 15-ft. alloy body.

NEW MORRIS (B.M.C. 5.1-litre) 7-ton 160-in. wheel-

base 4-wheeler chassis-cab, 9.00 by 20 tyres.

NEW MORRIS (B.M.C. 5.1-litre) 5-ton forward-control

double-drop-side truck, 8.25 by 20 tyres.

NEW MORRIS (B.M.C. 5.1-litre) prime mover 4-wheel

tractor, Scammell coupling, 7.50 by 20 tyres.

NEW MORRIS (B.M.C. 5.1-litre) 5-ton forward-control

double-drop-side truck, 8.25 by 20 tyres.

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double-drop-side truck, 8.25 by 20 tyres.

Used Goods Vehicles (contd.)

**GILBERT RICE, L. TD.**  
HORSHAM, SUSSEX.  
Phone 4331.

- 1957** FORD Trader 152-in.-wheelbase 6-cylinder diesel truck, one owner, in excellent condition, £645.  
**1957** BEDFORD Utiabake, excellent condition, £425.  
**1947** BEDFORD pantechnicon, in good order, £195.  
**1953** BEDFORD 5-ton insulated meat van, £375.  
**1958** Thames Trader, 6-cu.-yd. diesel tipper, with many extras, including 900 by 20 12-ply tyres, in excellent condition, cost £1,500 new, a bargain at £1,050.  
**1958** A55 pick-up, in immaculate condition, 19,000 miles, £425.  
**1958** Thames Trader 4-ton long-wheelbase, 4-cylinder diesel truck, owner changing to larger vehicle, £675.  
**1951** BEDFORD 5-ton truck, in good order, £180.  
**1951** FORD 10-cwt. platform truck, £65.  
**1953** AUSTIN 3-ton diesel truck, excellent condition, recellulosed, £375.  
**1954** AUSTIN 3-ton diesel truck, recellulosed, excellent condition, £395.  
**1955** BEDFORD 7-ton platform diesel truck, good tyres and in good condition, £495.  
**1957** BEDFORD 6-cu.-yd. long-wheelbase diesel tipper, new tipping gear fitted, in excellent condition, £795.  
**1947** FORD V8 tipper, new engine and battery, £60.  
**THREE** new Thames Traders in stock. Phone for details. 828-509

**CROSSROADS COMMERCIALS, L. TD.**

- 1957** FORD Thames 5-ton tippers, Perkins P6 engine, choice of 20.  
**1956** B.M.C. 5-ton diesel tippers, choice of five.  
**1950** LEYLAND Comets, ex petroleum company, choice of four.  
**1950** A.E.C. Monarchs, cab and chassis, ex petroleum company, choice of four.

**CROSSROADS COMMERCIALS, L. TD.**

GILDERSOME, NEAR LEEDS.  
Phone, Morley 4144-5-6. 828-180

- 1955** AUSTIN A40 van, duo green, £285.  
**1956** FORDSON 10-cwt. van, blue, £240.  
**AUTO SALES AND SERVICES, LTD.**, Burgh Heath, Surrey. Phone, Burgh Heath 2059. 828-295  
**WINGERWORTH SERVICE STATION, LTD.**, Derby Rd., Wingerworth, Chesterfield. Chesterfield 3527 and 7833. 222-7774  
**FOREST ROAD GARAGE CO., LTD.**, London Rd., Coalville, Leics. For sale:—  
**OCTOBER, 1956**, BEDFORD 5-ton long-wheelbase tipper (P6 diesel), good condition, £600.  
**1955** BEDFORD 7-ton long-wheelbase tipper (R6 diesel), good condition, £700.  
**1955** BEDFORD 7-ton short-wheelbase tipper (petrol), square body, £450.  
**JULY, 1955**, BEDFORD short-wheelbase tipper, 5-ton (petrol), £450.  
**AUGUST, 1951**, BEDFORD 5-ton long-wheelbase tipper (petrol), heater and taxed, £595.  
**JULY, 1959**, LAND ROVER, 88 in., 1,383 miles only (petrol), heater and taxed, £595.  
**1958** BEDFORD Workobus 12-seater, £395.  
**FOR** further details and offers phone Coalville 881-2 day, 791 night.  
**1955** FORD 4D diesel long-wheelbase drop-side truck, recent reconditioned engine, excellent tyres, clean and sound.  
**1953** BEDFORD 5-ton short-wheelbase tipper.  
**20-TON** Eagle low-loader articulated trailer, knock-out axles, 1350 by 20 tyres.  
**1953** FORD ET7 long-wheelbase truck, Perkins P6.  
**1950** ALBION Chieftain diesel drop-side truck.  
**E.R.F.** 6-wheeler, 5LW, trailing axle, good 36 by 8 tyres, £300.  
**LEYLAND** Comet 90 1952 short-wheelbase tipper, 2-speed axle, drop-side body.  
**1958** March, B.M.C. 6-wheeler tipper, Boys third axle, 900 by 20 tyres.  
**1954** FORD 4D 4-5-ton long-wheelbase drop-side truck.  
**T. J. RICHARDSON AND SONS, LTD.**, 100 Dudley Rd., East, Oldbury, near Birmingham. Phone, Broadwell 184. 828-151  
**DICKINSON AND ADAMS (LUTON), LTD.**  
**AUSTIN** 5-ton drop-side truck, 5-ft. slatted head board, in very good order, painted green, and unwritten, registered June, 1953, £225.  
**1958** MORRIS Cowley 4-ton van, bench seat, and heater, £435.  
**LEAGRAVE RD.**, Luton, Beds. Luton 51221. 828-113

**PRALLS (HEREFORD), L. TD.**

COMMERCIAL VEHICLE SPECIALISTS.

- ATKINSON, AUSTIN, FORD, DODGE.**  
**NEW** DODGE 7-ton short-wheelbase tipper, 18500 2-speed axle, helper springs, immediate delivery.  
**1956** DODGE 7-ton diesel, 17-ft. 6-in. drop-sided lorry.  
**1955** DODGE 3-4-ton Perkins P4, Jennings 12-ft. rigid stock body.  
**1955** BEDFORD 7-ton R6 drop-sided lorry.  
**1948** LEYLAND Comet 75, 19-ft. drop-sided body.  
**PRALLS (HEREFORD), L. TD.**  
PHONE 4221 (SIX LINES). 828-77

Used Goods Vehicles (contd.)

**PERCY D. SLEEMAN, L. TD.**  
LONDON COMMERCIAL DEALERS.

- NEW**  
**COMMER** 7-ton 13-ft. 6-in.-wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double heaters, 9.00 by 20 tyres, blinker lights.  
**COMMER** 12-ton tractor with Scammell automatic coupling gear, 8.25 by 20 tyres, air brakes, rubber wings, o/s and n/s front towing loops, dual heaters.  
**COMMER-UNIPOWER** 6-wheel platform truck with 9.00 by 20 tyres, air brakes, power steering.

**USED.**

- 1958** BEDFORD diesel 5-ton tipper.  
**1956** MORRIS 4-ton van.  
**1957** DODGE 7-ton 146R6 drop-side truck, long wheelbase.  
**1956** DODGE 7-ton 146R6, mounted 1,550-cu.-ft. Luton body.  
**1955** 7-ton B.M.C. diesel platform truck.  
**1955** COMMER T53 long-wheelbase platform truck.  
**1954** LAND ROVER, short wheelbase, good condition.  
**1949** FODEN twin-steer platform lorry.

**38 UXBRIDGE ROAD,**

EALING, W.S.

**PHONE, EALING 7987.**

After hours, Western 1321. 828-528

**CHANDLERS MOTORS, L. TD.**

- LUTON** vans and pantechnicons.  
**1954** BEDFORD 3-ton boxvan, separate cab, excellent body, £390.  
**1952** BEDFORD 4-5-ton pantechnicon, 1,200 cu. ft., 3-seater cab, drop well, unladen weight 2 tons 18 cwt.  
**1951** BEDFORD 3-ton pantechnicon, 947 c.c., first-class vehicle, £265.  
**1951** GUY Vixen 6-ton petrol, 1,200 c.c., C-licence operator, first-class vehicle, £300.

**TRUCKS.**

- 1955** DODGE 106 P6 long-wheelbase truck, in excellent condition, £455.  
**1955** November, BEDFORD 7-ton diesel truck, wants seeing, £465.

**TIPPERS.**

- 1955** BEDFORD petrol short-wheelbase tipper, 5-yd. body, in excellent condition, £350.  
**1954** BEDFORD A-type 5-ton tipper, chassis and cab, in excellent condition, £265.  
**1952** DODGE 6-ton petrol long-wheelbase tipper, 7-cu.-yd. drop-sided body, £250.  
**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10. 828-519

**GRE 2033-4.**

- 1954** ATKINSON 8-wheel platform, Gardner 6LW.  
**1951** E.R.F. 4-wheel drop-side truck, Gardner 4LW.  
**1955** BEDFORD 7-ton platform.  
**1956** FODEN Twin-steer.  
**NEW** LEYLAND Super Comet chassis and cab to suit 14-ft. tipping body.  
**PART-EXCHANGES** and hire-purchase.

**COMMERCIAL MOTORS (CLAY CROSS), LTD.**, Derby Rd., Clay Cross, near Chesterfield. Phone, Clay Cross 3302. After 6 p.m., Chesterfield 6546. Clay Cross 2364. 828-50

**HENSMAN, Brentwood 5252, offer:—**

- 1956** MORRIS-COMMERIAL 3-ton diesel drop-side truck, very good condition, five new tyres, £355.  
**1954** MORRIS 10-cwt. van, green, very good condition, £225. 828-70  
**1946** FODEN 8-wheel double-drive factory reconditioned Gardner 6LW, 40 by 8 tyre equipment, very good, 24-ft. platform, reconditioned cab, £450.  
**1954** Rutland tipper, Gardner 5LW, 5-speed gearbox, Eaton 2-speed axle, Pilot twin ram 14-ft. 6-in. body, 900 by 20 tyre equipment, £515.  
**1957** BEDFORD 5-ton forward control long-wheelbase drop-side truck, 300-cu.-in., diesel engine, excellent mechanical condition, reconditioned cab and body, £650.

**WOODYATT MOTORS, LTD.**, Milton Rd., Southend-on-Sea, 43344. 828-164

- 1959** DODGE three-month-old tipper, fitted 2-speed axle, air brakes, power steering, heater, as new.  
**1959** FORD Trader, short wheelbase, fitted 8-cu.-yd. steel body, 9.00 by 20 tyres, as new.  
**1954** DODGE medium-wheelbase tipper, 9.00 by 20 tyres, Perkins R6 engine, 2-speed axle.  
**CENTRAL GARAGE (UPPINGHAM), LTD.**, Market Place, Uppingham, Rutland. Phone, Uppingham 3296-7. 828-133

**THE GREATEST BARGAINS.**

- 1954** GUY Otter, 4LK engine, platform lorry (recent overhauled).  
**1956** GUY Invincible, 8-wheel, Meadow diesel, double-drive platform vehicle.  
**1955** GUY Otter, P6 engine, platform lorry, choice of two.  
**1954** DODGE, Perkins P6 engine, 4-wheeler, platform body.

**T.G.B. MOTORS, L. TD.**

PRIMROSE ENGINEERING WORKS,  
CLITHEROE, LANCs, 784 (FOUR LINES). 828-248

Used Goods Vehicles (contd.)

**WELCH'S GARAGE (STAPLEFORD), L. TD.**  
EARLY DELIVERY.

- BEDFORD** 10-ton tractor with 300 diesel, also Leyland  
**BEDFORD** 7-ton long-wheelbase, forward control.  
**BEDFORD** 7-ton ex-long-wheelbase, fitted Leyland Comet engine, 900 by 20 tyre equipment.  
**BEDFORD** 7-ton ex-long-wheelbase, forward control, 18-ft. body, with 300 diesel engine and 900 by 20 tyre equipment.

**USED VEHICLES.**

- 1956** BEDFORD 5-ton 15-ft. drop-sided body, well tired, very straight and clean, P6 engine, £550.  
**1955** FORD 4D 5-ton 14-ft. drop-sided body, very straight and clean, tyres fair all round, £450.  
**1946** ALBION large-capacity alloy van with Chieftain diesel engine, £300.  
**BEDFORD-TYPE** van with P6 engine, £175.  
**TROJAN** personnel carrier, Perkins diesel engine, first registered November 1954, total mileage 44,000, engine re-ringed and checked complete, tyres very good, £275.  
**1953** BEDFORD Dormobile, general condition, fair all round, £240.  
**ARRIVING** shortly: 1958 BEDFORD long-wheelbase forward-control 7-ton with 300 diesel engine, double-drop-sided twin-ram tippers, general all-round condition very much above average.

**LONDON ROAD, STAPLEFORD, CAMBS.**

PHONE, SHELFORD 3017. 828-463

**ISLES, L. TD.**

LEYLAND-ALBION SALES.

- 1955** Rebuilt THORNYCROFT Trusty with 21-ft. flat platform body, Leyland diesel engine, 36 by 8 tyres, reference 7081.  
**1951** THORNYCROFT Sturdy Star with 18-ft. 6-in. flat platform body, Thornycroft diesel engine, 8.25 by 20 tyres, reference 9645.  
**1938** FODEN 8-wheeler, single-drive rear axle, 23-ft. flat platform body, Gardner 6LW engine, 9.00 by 20 tyres, reference 5413.

**ISLES, L. TD.**

LEYLAND-ALBION SALES.

LEYLAND SERVICE DEPOT,

STANNINGLEY,

PUDSEY, YORKS.

Phone, Pudsey 3001-5. 828-508

**NEW vehicles in stock.**

- 7-TON** FORD Trader, 900 x 20 tyres fitted, with Pilot twin ram tipping gear and tipping body drop-side.  
**12-TON** York semi-trailer.  
**17-TON** York semi-trailer.

**SECOND-HAND vehicles.**

- 1952** BEDFORD tipping vehicle, long-wheelbase, P6 engine.  
**1952** SENTINEL 6-wheel platform vehicle.  
**1955** -56 FORD 4D long-wheelbase drop-side, new engine and new 700 x 20 tyres.  
**1949** BEDFORD drop-side vehicle, P6 engine.  
**1949** DODGE 5-ton long-wheelbase, P6 engine.  
**1954** ALBION articulated (Scammell coupling) and semi-trailer (available in four weeks' time).  
**PHILLIPS MOTOR SERVICE (SHEFFIELD), LTD.**, 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 828-167  
**NOVEMBER, 1957**, BEDFORD, 26,000 miles only, with Silverdale meat container body, complete with rails and hooks, as new, £1,195.  
**1952** THORNYCROFT Trident, flat platform, good condition, £495.  
**W. H. GATWARD, LTD.**, 14-17 Sandling Rd., Maidstone. Phone 4289. 828-93

- 1954** ALBION Chieftain, long-wheelbase, very good condition.  
**1954** BEDFORD, 7-ton, Leyland Comet engine, long-wheelbase.  
**1955** BEDFORD, 106PS, long-wheelbase, very good.  
**1954** BEDFORD long-wheelbase, Meadows 4-cylinder engine, very good condition.  
**1958** B.M.C. 5-tonner, long-wheelbase.

**NEW** DODGE and SEDDON Commercial vehicles supplied.  
**H.P. TERMS** to suit. Wheatley and Farrow, Scott Gate, Stamford, Lincs. Phone, Stamford 2104-5. 828-108

**SAYERS GARAGE, Brough, Westmorland.** Brough 226. 828-223

**WRAY PARK GARAGES, L. TD.**

MORRIS DISTRIBUTORS,

REIGATE 2263 (SURREY).

**IMMEDIATE or EARLY DELIVERY**

ON ALL MODELS FROM 5 CWT.-15 TONS.

**IMMEDIATE** delivery, list price, MORRIS 30-cwt. LD02, diesel chassis.

**GOOD STOCKS OF**

**SECOND-HAND VEHICLES**

AS BELOW:—

- 1956** AUSTIN 5-ton drop-side truck; choice of two, £495 o.n.o.  
**1951** MORRIS J van, green, one owner, £110.  
**1953** MORRIS PV van, one owner, £145.  
**1956** STANDARD 12-cwt. pick-up, mechanically sound, £260. 828-537



## Used Goods Vehicles (contd.)

### WILDE AND BENNETT, L. TD.

**BRAND** new Thames Trader 7-ton long-wheelbase flats, tipper and pantechonics, vans, immediate delivery.  
**BRAND** new BEDFORD diesel 7-ton long-wheelbase lorry, 2-speed axle, 9.00 by 20 tyres; immediate delivery.  
**NEW** BEDFORD diesel 7-ton long-wheelbase lorry with N.A. licence, Yorkshire Area.  
**1958** BEDFORD-SCAMMELL 10-12-ton artic., 23-ft. semi-trailer, 300 diesel engine, excellent condition with open A. licence Hull Area.  
**1955** BEDFORD-SCAMMELL 12-ton artic., 23 ft. long, reconditioned Perkins R6, immaculate condition, only £650.  
**1957** AUSTIN Loadstar 5-6-ton long-wheelbase lorry, £450.  
**1958** Registered BEDFORD 8-type 10-12-ton artic. clear condition, only £225.  
**1947** SEDDON 6-7-ton long-wheelbase lorry, only £95.

#### TERMS AND EXCHANGES.

### WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

828-191

**1957** B.M.C. tractor unit, with Scammell coupling, diesel engine, only done 30,000 miles, total mileage of vehicle 60,000 miles, in first-class condition, £850.  
**1948** BEDFORD long-wheelbase tipper, good condition for year, £125.

### ORMSKIRK MOTORS, L. TD.

MAIN VAUXHALL-BEDFORD DEALERS,

COUNTY ROAD, ORMSKIRK.

Phone, Ormskirk 2551-2.

828-233

### COM MOTORS, L. TD.

**1956** BEDFORD 10-12-cwt. van, immaculate, £263.  
**1955** BEDFORD 12-cwt. van, plain blue, very clean, £225.  
**1955** BEDFORD Dormobile, one owner, £300.  
**1954** FORD Cost Cutter 2-ton truck, excellent throughout, £185.  
**1949** FORD 10-cwt. van, very clean, choice of two from £50.  
**1948** BEDFORD 2-3-ton Luton-type van, one C-licence owner, £125.  
**LARGE** variety of used commercial vehicles always available and covered by our three months' guarantee.  
**PORTERS GROVE**, Porters Rd., Kentish Town, London, N.W.5. Gulliver 5988-9.

828-332

### VIGO MOTORS.

**1958** AUSTIN 1-ton van, low mileage, £470.  
**1957** 10-cwt. BEDFORD van, £295.  
**1955** 10-cwt. BEDFORD van, £195.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051.

828-319

**ONE** 1955 COMMERCIAL Luton van, £590.

**CAMPBELL SYMONDS AND CO., LTD.**, Forty Avenue, Wembley, Middx. Arnold 7771.

828-321

**H. TAYLOR AND CO., LTD.**, offers:—

**1956**, February, AUSTIN A40 van, blue, good tyres, £275.  
**1955** AUSTIN A40 pick-up, blue, £250.  
**1953** MORRIS 5-ton drop-side long-wheelbase truck, £175.  
**1947** MORRIS 5-ton drop-side long-wheelbase truck, £50.  
**1-2** THE CRESCENT, Surbiton, Elmbridge 0081.

828-179

**1955** BEDFORD A-type, Perkins P6, long-wheelbase drop-sided truck, Barco extended chassis, body length 18 ft. 6 in., as new, £475.  
**1953** GUY OTTER 6-7-ton long-wheelbase Pilot double-ram tipper, 4LK Gardner diesel engine and Eaton 2-speed axle, good machine, £495.  
**1954** and 1956 BEDFORD 5-type short-wheelbase Scammell tractor units, one diesel, one petrol, main condition, £375 the pair.  
**GOOD** 6LW Gardner diesel engine, can be heard running, £95. Excellent cab of 1946 Foden, £20.

**ROYAL MOTORS**, 406 Wigan Rd., Bolton. Phone R 984 day, 6479 after hours.

828-259

**SPECIALISTS** in Albion, Leyland and Thames body-builders and painters, officially appointed fitting station. Syndromic automatic lubrication equipment.  
**THE RELIANCE GARAGES (BRIGHOUSE), LTD.**, 1 Wakefield Rd., Brighouse, Yorkshire. Phone: Day, Brighouse 1677; night, Bradford 78486 or 71077.

828-312

### MARSTON MOTOR CO., L. TD.

SEE OUR SELECTION OF NEW LUTON VANS FOR IMMEDIATE DELIVERY UNDER USED GOODS VEHICLES AUSTIN SECTION.

### USED COMMERCIAL VEHICLES.

**1955** BEDFORD 7-ton 7-cu.-yd. tipper, R6 per-capacity engine and six new 900 by 20 12-ply tyres, 16,000 miles ago, excellent condition throughout, £685.  
**1955** MORRIS 1-ton van, in primer, £350.  
**1954** BEDFORD CA van, in primer, £235.  
**1957** BEDFORD Kenex Aristocrat, 12-seater, £445.

### MARSTON MOTOR CO., L. TD.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000.

828-284

## Used Goods Vehicles (contd.)

### CENTRAL GARAGE.

AUTHORIZED

LEYLAND, ALBION DEALER.

BARNLEY ROAD, SOUTH ELSMALL.

NEAR PONTEFRAC.

Phone, South Elmsall 276-7-8.

**NEW** ALBION Chieftain Model CH3XL OWD chassis-cab for immediate delivery.  
**ALBION**, Model HD, 1951, fitted with 20-ft. platform body.  
**ALBION** Chieftain, 1954, fitted with alloy platform body.  
**GUY** Otter, 1955, fitted 18-ft. drop-sided body, 4LK engine and 2-speed axle.  
**BEDFORD** 5-ton, 1953, long-wheelbase with drop-side body.  
**BEDFORD** 7-ton 1958 with Leyland Comet engine and standard drop-side body.  
**1949**, Gardner 4LW, 18-ft. drop-side body.  
**E.R.F.**, MAUDSLAY Maharanas tractor, 1948, with fifth-wheel coupling and 24-ft. Dyna tandem axle semi-trailer.  
**MAUDSLAY** Mogul, 1948, Gardner 5LW engine, drop-side body.  
**COMMER** QX petrol tipper.

**1950** SEDDON P6 engine, 16-ft. drop-sided body.

#### TERMS AND PART-EXCHANGES.

### CENTRAL GARAGE.

SOUTH ELSMALL.

828-431

### WEYBRIDGE AUTOMOBILES, L. TD.

QUEENS RD., WEYBRIDGE.

Weybridge 2233.

**1956** AUSTIN Omnivan, one owner, good condition, £325.  
**1951** BEDFORD 30-cwt. van, 3-way loader, good condition, £75.  
**1952** BEDFORD Luton van, 1,000 cubic ft. capacity, excellent mechanical condition, £250.  
**ALWAYS** a good cross-section of used vehicles in stock.

828-305

### COX AND CO. (LEEDS), L. TD.

#### OFFER THE FOLLOWING USED VEHICLES.

**1955** ALBION Claymore 5-ton FT27AN diesel lorry, long-wheelbase, alloy-wheel drop-side body, Burton tail lift, excellent condition, well tired, unladen weight 2 tons 18 cwt.  
**1955** BEDFORD 7-ton long-wheelbase drop-side truck, sound condition, painted green, unladen weight 2 tons 18 cwt.  
**1953**, August, COMMERCIAL 10-ton tractor Super Poise Perkins P6 diesel, Eaton 2-speed axle, hand 3-type coupling, gear-drive platform semi-trailer.  
**1952** COMMERCIAL 7-ton QX alloy platform, 18-ft. body, excellent condition, unladen weight 2 tons 19 cwt. 56 lb.  
**1949** THORNYCROFT Sturdy diesel 5-6-ton long-wheelbase tipper, excellent condition for year.

### REGENCY STREET, L. EEDS, 2.

PHONE 31914 (six lines).

828-313

### L. W. FREEMAN,

"ASHDALE," BELL ROAD,

NETHERTON, DUDLEY.

Phone, Dudley 55666.

HAVE THE FOLLOWING "B" LICENCE VEHICLES FOR SALE.

**1942** 5-TON TIPPER (CHOICE OF TWO).  
**1947** BEDFORD 5-TON TIPPER.  
**1949** BEDFORD 5-TON TIPPER.  
**1949** AUSTIN 5-TON TIPPER (CHOICE OF TWO).

828-407

### DUROSE GARAGE.

A.E.C. AND DODGE.

TROJAN DISTRIBUTORS.

**1954** COMMERCIAL Superpolice single-ram tipper, 10-ft. 6-in. drop-side body.  
**1954** Sturdy Special, CR6 engine, 20-ft. platform body, 9.00 by 20 tyres.  
**1955** BEDFORD 5-type, R6, 16-ft. 6-in. drop-sided body, 36 by 8 tyres.  
**1950** MAUDSLAY Mustang twin-steer, 7.7 engine, 21-ft. drop-sided body, 9.00 by 20 tyres.  
**1956**, November, BEDFORD 5-type, manufacturer's engine, Edgore 4LNX twin-ram tipper, 14-ft. 8-in. by 2-ft. drop-sided body, 36 by 8 tyres.  
**1957** DODGE 146AR6, 18-ft. drop-sided body, 9.00 by 20 tyres, reconditioned.  
**1949** LEYLAND Comet long-wheelbase twin-ram tipper.

### LIVERPOOL ROAD.

NEWCASTLE, STAFFS.

Phone, Newcastle 52251-2.

On the A14 road.

828-249

### HAZLEMERE MOTOR CO.

(WALTHAM ABBEY), L. TD.

Waltham Cross 22275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS, PERKINS SIGNHOLDERS.

**1947** SEDDON 6-ton long-wheelbase, fitted P6 engine, insulated body 16 ft. by 7 ft., 4-in. insulation.  
**1949** COMMERCIAL Q4 5-ton petrol with insulated body 16-ft. by 7 ft., 4-in. insulation.  
**1950** BEDFORD 7-ton truck, Comet engine, reconditioned engine and chassis.  
**1957** FODEN 4-wheeler, 5LW engine, platform.

828-522

## Used Goods Vehicles (contd.)

### MAYFAIR GARAGE (TAMWORTH), L. TD.

COLESHILL ROAD, FAZELEY,

NEAR TAMWORTH, STAFFS.

PHONE, TAMWORTH 1396-7

### THE COMMERCIAL VEHICLE SPECIALISTS

OFFER THE FOLLOWING CAREFULLY SELECTED VEHICLES:—

**AUSTIN** 1954 3-ton truck, fitted with petrol engine and 12-ft. drop-side body, with extended latticed headboard, good general condition.  
**BEDFORD** 1954 4-wheeler tipper, fitted with petrol engine, normal-control cab, 12-ft. 6-in. wooden body with 3-ft. 6-in. fixed sides, tyres and general condition very good.  
**COMMER** 1956 T33 7-ton tipper, fitted with Telehoist tipping gear and 14-ft. wooden body with 4-ft. fixed sides, engine and gearbox completely overhauled, tyres almost new.  
**DODGE** 1956 4-wheeler tipper, fitted with R6 engine, normal-control cab and 14-ft. wooden body with 4-ft. fixed sides, Edgore front of body tipping gear, this vehicle is ready for immediate work.  
**E.R.F.** 6-wheeler, fitted with reconditioned Gardner 5LW engine, double-drive rear axle, 9.00 by 20 tyres, 24-ft. platform body, in very good condition.  
**SENTINEL** 1951 light 6-wheeler, fitted with 19-ft. alloy tipping body with 4-ft. fixed sides, reconditioned gear and differential, engine recently overhauled, very good appearance and condition throughout.

828-499

### OVER HALL GARAGES, L. TD.

BEDFORD-SCAMMELL tractor unit, 8-ton diesel.

SELECTION BEDFORD vans.

BEDFORD 10-cu.-yd. tipper, diesel.

A.E.C. 8-wheel tipper, 24-cu.-yd., good order and well tired.

1956 BEDFORD 5-ton drop-side truck.

1956 FORD diesel tractor unit with 18-ft. trailer.

1955 BEDFORD long-wheelbase tipper.

### OVER HALL GARAGES, L. TD.

STAINES ROAD, BEDFORD, MIDDX.

Ashford 5741.

828-378

**1951** BEDFORD flat, petrol, £135.

**1956** BEDFORD tipper, short-wheelbase, £225.

**TWO** 1949 SEDDON flat, in very good condition, £110.

**1956** FORD flat 7-ton, guaranteed, 29,000 miles only, one C-licence owner, £415.

**1946** ATKINSON, 8-wheel, Gardner engine, £460.

**DENNIS** Pax 4-wheel, ex W.D., in very good condition, £170. Ernest Thorpe and Co., Ltd., Thurgoland, near Sheffield. Phone, Stocksbridge 2152.

828-220

**£585.** 1956 BEDFORD, R6 diesel, 7-ton long-wheelbase twin-ram tipper, deep-section chassis fitted.

**£250.** September, 1954, MORRIS diesel, 16-ft. 6-in. flat.

**£225.** 1952 VULCAN 7GF long-wheelbase, fitted 4LW Gardner engine, 5-speed box, vehicle not used for four years.

**£285.** 1955 FORD 4D diesel 2-3-ton lorry.

**£200.** 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.

**£165.** 1949 VULCAN twin-ram tipper, fitted with 2-speed axle.

**£395.** 1958 AUSTIN 15-cwt. Omnivan, 17,000 miles.

**£100.** 1951 COMMERCIAL diesel Superpoise tractor, engine alone worth this.

**£90.** Perkins P6 engine, complete with 5-speed David Brown gearbox.

**£265.** 1947 FODEN 6-ton diesel lorry, fitted with lift-off two-user cattle container body.

**£75.** Perkins P6 engine, complete with all fittings and gearboxes for Vulcan, Commer and Bedford.

**255** WALTON LANE, Liverpool, 4. Aintree 1873.

828-262

**SPURLING MOTORS (CHISWICK), LTD.**, Spurling Corner, W.4. Phone, Chiswick 6741 (five lines).

**1958** KARRIER diesel, curtain sides, £750.

**1958** BEDFORD 5-ton long-wheelbase petrol drop-side truck, £450.

**1954** -5-6-7-8 CA vans, from £145.

828-324

**1956** FORD Thames diesel tipper.

**1958** FORD 10-12-cwt. van.

**1953** FORDSON 10-12-cwt. van.

**1947** SEDDON tipper, steel body.

**1950** LEYLAND Comet drop-sider, medium wheelbase.

**1952** LEYLAND Comet drop-sider, long wheelbase.

**1955** BEDFORD diesel platform.

**NEW** chassis available for immediate or early delivery:—

**LEYLAND** Octopus chassis-cab.

**LEYLAND** Comet CS3/3R chassis-cab.

**COMMER** 7-ton diesel long-wheelbase chassis-cab.

**COMMER** 7-ton diesel standard tipper.

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NEWCASTLE ROAD,

TRENT VALE, STOKE-ON-TRENT.

Phone 64621-2-3.

828-506

445



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**TILBURY'S (SOTON), LTD.**  
CENTRAL STATION BRIDGE ROAD,  
SOUTHAMPTON.  
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.  
COMMER-KARRIER MAIN DEALERS (HEAVY).

### PART-EXCHANGES AND H.P. TERMS.

- 1958** COMMER Rootes diesel 6-wheeler, fitted aluminium body, platform, 9.00 by 20 tyres, air brakes, one owner, excellent condition.  
**1957** August, SEDDON diesel, fitted with 20-ft. platform body, 9.00 by 20 tyres, Mark 2 R6 engine, helper springs, one C-licence operator, above average condition.  
**1956** June delivery, SEDDON diesel Mk. 5-L, fitted with de luxe cab, 8.25 by 20 tyres, one C-licence owner, reasonable mileage, above average condition; choice of two.  
**1954** DODGE diesel, fitted with drop-side body, one C-licence owner, very good condition throughout.  
**1954** BEDFORD diesel, fitted with drop-side body, one C-licence owner, good tyres and in clean condition.  
**1949** MAUDSLAY 4-wheeler with 4-wheel trailer, engine recently fitted, good tyre equipment.  
**1948** SEDDON diesel Mark 5-L, fitted with twin-speed axle and 5-ton 4-wheel trailer.  
**A** ALWAYS in stock, diesel and petrol vehicles between £200-£400. 828-517

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**C**ONDOR, 8 ton, up to 22 ft. body length.  
**H**EFY, 9 ton, up to 22 ft. body length.  
**A**LL inquiries welcome.  
**P**ART exchange. H.P. terms.  
**I**VEL WORKS, Biggleswade, Beds. Phone, Biggleswade 826560.

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200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

- 1953** MORRIS 30-cwt. LC5 truck.  
**1955** MORRIS 1-ton LD1 van.  
**1951** AUSTIN 25-cwt. truck; choice of two.  
**1956** DODGE 5-ton diesel tipper; also 1954.  
**1957** DODGE 5-ton 106 P6 truck, alloy body; choice of two.  
**1956** FORDSON 10-cwt. vans; choice of three.  
**1954** FORDSON 10-cwt. gown van.  
**1952** SEDDON 7-ton long-wheelbase alloy platform.  
**1947** J.N.S.N. long-wheelbase platform truck.  
**50** Used vehicles, 5 cwt.-7 tons. 828-428

- 1956** B.M.C. medium-wheelbase tipper, 900 by 20 tyres, large steel body, suitable for coal.  
**1956** Long-wheelbase BEDFORD tipper, 900 by 20 tyres, 8-cu.-yd. body; choice of four.  
**1954** FODEN, double drive, Pilot U.7 tipping gear, 21-ft. wooden body.  
**1954** ATKINSON medium-wheelbase tipper, double drive, with 21-ft. alloy body.  
**1955** E.R.F. 8-wheel tipper, double drive, 900 by 20 tyres, good condition.  
**1953** A.E.C. Mammoth Major 8-wheeler, double drive, 900 by 20 tyres, Pilot U.7 tipping gear.  
**W**E have a large stock of A.E.C. and Foden tippers, 1956 onwards, all double drive, 21-ft. wooden bodies, with Pilot tipping gear.  
**A**LSO a choice of several 4-wheel E.R.F.s and A Maudslays with platform bodies.

### MURPHY BROS., L. TD.

THURMASTON, LEICS.

Phone, Syston 2951. 828-447

### SPA GARAGES (LEEDS), L. TD.

LEYLAND-ALBION AGENTS,  
MEANWOOD ROAD, LEEDS, 7.  
Phone 34884.

- 1956** SEDDON 13-ft. dropside end tipper, good tyres, excellent condition.  
**1949** (Late) ALBION medium-wheelbase tipper, fitted Chieftain diesel engine, good condition, choice of three (one alloy and two wood bodied).  
**1948** ALBION FT3 (petrol) medium-wheelbase tipper, 13-ft. body, good condition.  
**1947** ALBION CX medium-wheelbase tipper, good condition.  
**1954** DODGE (petrol) platform wagon, good tyres, fitted 17-ft. double-decker cattle container body.  
**1953** FORDSON, Perkins P6 engine, drop-side body, very good tyres.  
**1953** (Late) DODGE Perkins R6 engine, 17-ft. body, excellent condition.  
**1949** ALBION CX3 long-wheelbase wagon trailer, excellent condition.  
**P**ART-EXCHANGES. H.P. arranged. 828-234

### Used Goods Vehicles (contd.)

#### ROSS GARAGES (SALES), L. TD.

PENARTH ROAD, CARDIFF.  
Phone, Cardiff 24671.

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FORD AND ROUTES GROUP DEALERS.  
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#### NEW VEHICLES.

- A**TKINSON 8-wheeler chassis-cab, 6LX engine, twin-drive rear axle.  
**C**OMMER 30-cwt. diesel van (in primer).  
**T**HAMES Trader 6D tipper, Edbro 6-cu.-yd. alloy body.  
**S**EDDON diesel 7-tonner, chassis-cab.

#### USED VEHICLES.

- 1954** BEDFORD diesel, 7-tonner, platform body, first-class condition, well shod all round.  
**A**TKINSON AND SEDDON spare part stockists and repairers. 828-501

#### JESSUPS (STRATFORD), L. TD.

125-134 HIGH STREET,  
STRATFORD, E.15.  
Maryland 6699.

BEDFORD MAIN DEALERS AND PERKINS SIGNHOLDERS.

- 1956** Model BEDFORD 5-ton petrol truck, £545.  
**1954** COMMER 25-cwt. van, £275.  
**1953** BEDFORD 8-ton Scammell unit, petrol, recently fitted reconditioned engine, £195.  
**1954** COMMER 7-ton truck, diesel, good condition. 828-468

- 1956** BEDFORD 5-ton truck, £525.  
**1955** AUSTIN 1-ton van, petrol, £325.  
**1952** AUSTIN A40 pick-up, £75.  
**1951** FORD Thames 3-ton truck, £200.  
**S**COTTORN, LTD., 173 Kingston Rd., New Malden, Malden 3633. 828-478

- 1945** BEDFORD 5-7-ton flat, excellent condition, £75.  
**1948** MORRIS 50-cwt. power tipper, go anywhere, £65. 124 Coronation St., Blackpool. Phone 26608, 25401 after 6 p.m. 828-435

**H**ARTWELL MOTORS, Charminster Rd., Bournemouth. Phone, Winton 1777.  
**N**EW 11-ton COMMER forward control van. List price.

- 1959** 1-ton COMMER forward-control van, C.B. petrol engine, 250 miles only, for sale owing to illness, saving £75. £700.  
**1950** COMMER drop-sider, petrol £250.  
**1951** COMMER, diesel, platform, £200.  
**1958** BEDFORD 12-cwt. van, £395.  
**1954** AUSTIN 5-ton drop-side, £285. 828-425

- 1954** A.E.C. Mammoth Major, double-drive, 8-wheel tipper, fitted new engine, tyres, etc., in first-class condition, £2,850.  
**1956** BEDFORD diesel long-wheelbase tipper, fitted reconditioned engine, £650.

- R.** ANDRASSY, Cross Roads Garage, Wrenthorpe, Wakefield. Phone, Wakefield 6246-7. 828-473

#### JEFFREYS COMMERCIAL MOTORS offer:—

- A**LBION 1957 Chieftain medium-wheelbase tipper.  
**A**LBION 1955 Chieftain long-wheelbase platform, reconditioned engine fitted.  
**E.R.F.** 1951 8-wheeler.

- J**EFFREYS COMMERCIAL MOTORS, Neath Rd., Swansea. Phone 7288, 71859. 828-408

- 1953** FODEN Mark II 2-stroke 8-wheeler, new engine three months, new tyres throughout, immaculate, £1,600.  
**1955** LEYLAND Octopus, double drive, high sides, reconditioned throughout, ready for work, £1,850.

**B**OTH vehicles are ready to work, no dealers need reply.  
**R**EPLIES to: J. Wright and Co. (Doncaster), Ltd., 22 High St., Hatfield, Doncaster. 828-481

- 5-30-CWT.** various commercial vehicles, prices from £50, including selection of Lutons. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 7667 and 8575. 828-506

- M**ARCH, 1957, DODGE 106AP6 model, platform body, Eaton axle, repainted. Austin tankers, 2-compartment tank, tanks removable, choice of two. Commer Q4, 1951, drop-side truck body, petrol, very sound condition. Brook Bros. (Hereford), Ltd., Blue School St., Hereford. 828-x507

#### WINCHESTER MOTORS.

BRIDGE WORKS, DEVON ROAD, BOW, E.3.  
Phone, East 2925 (days).  
Amherst 9752 (evenings).

- 1953** FORD short-wheelbase, P6 engine, tipper, steel body.  
**1955** BEDFORD A-type long-wheelbase drop-sided truck, £350.  
**1947** BEDFORD Luton, 900 c.c., very clean, £165.  
**1956** FORD 4D tipper, steel body, very clean, £325.  
**1956** FORD 4D Luton, 1,500 cu. ft., £625.  
**1957** Thames 6D Trader tipper, steel body, £650.  
**1949** BEDFORD Luton, 1,200 cu. ft., £185. 828-516

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#### COUNTY OAK SERVICE STATION, L. TD.

VAUXHALL-BEDFORD MAIN DEALERS,  
LONDON ROAD, CRAWLEY, SUSSEX,  
Phone, Crawley 25473-6-7.

- B**EDFORD 1956 CA van, £275..

- 1947** BEDFORD 35-cwt. van, £65.

- A**USTIN 1951 3-way loader, one owner, £85.

- 1950** October, AUSTIN 2-ton Luton van, £95.

- 1955** 1-to-1 TROJAN diesel van, choice of five, £245.

- M**ORRIS 1953 Series E 5-cwt. van, £125.

- F**ORD 1950 10-cwt. van, £125. 828-521

- 1947** E.R.F. 6-yd. tipper, Gardner 4LW.

- 1949** LEYLAND Comet.

- 1947** A.E.C. Monarch, 7.7.

- 1951** COMMER 5-yd. tipper, £125.

- 1947** SCAMMELL Rigid B.

- H.** A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262.

- 1954** AUSTIN Loader P6 articulator with 21-ft. platform and 25-ft. drop-frame trailer, completely rebuilt, outstanding condition.  
**1958** Thames Trader, 6-cylinder diesel, 160-in. wheelbase, 7-ton drop-side truck, nominal mileage, choice of two.

- C**OOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962-3-4. 828-455

- 1955** AUSTIN 5-ton cattle truck container type, one owner, £650.

- 1953** AUSTIN 3-ton cattle truck, suitable horsebox, one owner, £350.

- 1956** FORD 5-cwt. van, one owner, £275.

- C**HOICE of three A40 picks, from £150.

- 1957** BEDFORD short-wheelbase 7-ton diesel tipper, one owner, £925.

- 1953** BEDFORD long-wheelbase 3-ton drop-side truck, excellent condition, £295.

- 1956** MORRIS Cowley van, one owner, £315.

- 1955** MORRIS Cowley van, one owner, £295.

- 1952** AUSTIN 3-way, one owner, £100.

- 1948** AUSTIN 25-cwt. van, £75.

- H**IRE-PURCHASE, part-exchange.

- N**OTTINGHAM CAR MART, LTD., Mansfield Rd., Daybrook, Nottingham. Phone 267245-6-8. 828-463

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**A**NY type of commercial vehicle bought for cash, also late model damaged vehicles. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. 222-706

**W**ANTED, 2-3-ton short-wheelbase truck, suitable conversion to breakdown recovery vehicle, must pass detailed inspection. Full details, please, to Righton and Bennett, Ltd., Portdown Garage, Cosham, Portsmouth. (Phone, Cosham 75372). 828-7885

**W** JONES (MANCHESTER), LTD., 5 Marden Court, Manchester, 4, Blackfriars 6037.  
**W**ANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers; cash. Phone, Swinton 2036 and 2037; after hours, Wigan 46049.

**W**ANTED, van 2 to 4 tons, petrol or diesel, carrying space in van approximately 14 to 18 ft. long, 6 ft. high, 6 ft. wide. Particulars and price to Brodie, Rothemay, Huntly, Aberdeenshire. 828-12

**W**ANTED to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers, diesel-engined lorries; also six Albions and Seddons or similar diesel-engined flats and tippers; also several tippers; also 30 cwt.-7 ton, 1954-59; also damaged late model lorries suitable for rebuilding.

#### WILDE AND BENNETT, L. TD.

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Phone, Glossop 2902-3.  
After Hours 2356. 828-195

**S.** HUGHES (COMMERCIAL), LTD., Lodge Garage, 5, Whitehall Rd., Gomersall, require 1956-57-58 4- and 6-wheelers, Albion, A.E.C., Leyland, Foden, etc. for cash. Phone, Dudley Hill 1144 (six lines). 828-503

**W**ANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or tippers. Also petrol-engined vans, trucks and tippers, 30 cwt.-7 tons, Bedford preferred. Cash on sight; distance no object.

**O.** T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 828-469

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**1955** DODGE 7-ton, special A Metropolitan Area.  
**1958** DODGE 7-ton, special A West Midlands 3 tons 5 cwt.  
**1956** FODEN 10-ton, special A West Midlands 4 tons 15 cwt.  
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#### TERMS AND EXCHANGES.

#### 560 C. COVENTRY ROAD,

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## Special A-licence Vehicles (contd.)

**SPECIAL A tractor unit, Metropolitan area.** Wheatley and Farrows Garages, Ltd., Stamford, Lincs. Phone: 828-107.  
**1937 COMMER van with 16-cwt. Eastern Area special A.** 8259.  
**PETERBOROUGH ENGINEERING CO., 44 Eyc Rd., Peterborough.** Phone 6181. 828-63

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**Haulier requires 4- or 8-wheeler special "A"-licensed vehicles.** North West or West Midlands. Box CM283, care of "The Commercial Motor." 831-7899  
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**WANTED, special A-licensed articulated and trailer.** East Midlands area, old vehicle preferred. Write Box CM2810, care of "The Commercial Motor." 830-7910  
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**WANTED to purchase special A licences and vehicles,** any weight, in any part of the country.  
**WANTED, articulated vehicles with special A licences,** will pay very good prices.

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 Phone, Glossop 2902-3.  
**AFTER HOURS 2356.** 828-193

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**SPECIAL A licence vehicle, 6½ to 7½ tons unladen weight wanted.** 62 Ellerdine Rd., Hounslow, Middx. Tel. 4836. 829-x407

**WANTED, special A licences, vehicles, all areas, and haulage business.** Percy D. Stearn, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Western 1321. 828-526

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**ERRINGTONS, Evington, Leicester. Phone 38102-3. 828-274**

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**HAVE you seen the B.M.C./Boys 10-ton 6-wheeler? Ask your agent for details. 222-633**

**PRIMROSE offers third axle and twin steers for your B.M.C. vehicles. Details:—**

**AGENT, or direct to Primrose Third Axle Co., Ltd., Clitheroe 784. 828-228**

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**BOYS third axles are available for COMMER 7-ton trucks. Ask your agent. 222-634**

### MORTON'S GARAGE, L. TD.

**81 BINLEY ROAD,**

**COVENTRY.**

**FOR YOUR NEW**

**COMMER OR KARRIER COMMERCIAL.**

**OPEN DAY AND NIGHT FOR PETROL, DIESEL OIL**

**AND ACCESSORIES.**

**PHONE 53354.**

**USED COMMERCIALS ALWAYS IN STOCK.**

**PART-EXCHANGES, INSURANCE AND CREDIT FACILITIES AVAILABLE. 222-929**

**1959 COMMER TSJ 7-ton short-wheelbase tipper with steel body, usual extras, cost originally £2,000. Due to customer's contract finishing we (give offers; choice of two. Hamblins Garages, Rectory Rd., Rushden 3211. 828-103**

**S.W.7. Brew Bros., Ltd., 133 Old Brompton Rd., for early delivery of all models. Fre 3333. 828-298**

### New Goods Vehicles (contd.)

**REGAL GARAGE (OLD KENT ROAD), LTD.**  
ROOTES GROUP AREA DEALERS,  
SALES, SERVICE, SPARES.

Immediate or early delivery on all COMMERS from 7 cwt. to 12 tons, with petrol or diesel engines. The largest stockists of Rootes Group spares in South London.

**814 OLD KENT ROAD, S.E.15.**  
NEW CROSS 4966. zzz-671

**HAMBLINS OF RUSHDEN,**  
THE COMMER PEOPLE.

ALWAYS LARGE STOCKS OF  
**NEW COMMERS**  
FOR IMMEDIATE DELIVERY.

**HAMBLINS OF RUSHDEN,**  
FOR  
HIGHEST PART-EXCHANGES AND BEST  
HIRE-PURCHASE FACILITIES.

**HAMBLINS OF RUSHDEN,**  
OFFER FOR IMMEDIATE DELIVERY:—  
NEW COMMER TS3 TIPPERS WITH CHOICE OF  
STEEL OR WOODEN BODIES.

NEW COMMER TS3 MEDIUM-WHEELBASE TIPPERS  
WITH CHOICE OF STEEL OR WOODEN BODIES.

NEW COMMER TS3 LONG-WHEELBASE CHASSIS  
AND CABS, OR DROP-SIDE TRUCKS.

EARLY DELIVERY OF  
NEW COMMER 6-WHEELED TIPPERS OR FLATS.  
DUE TO REORGANIZATION WE CAN NOW PAINT  
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**HAMBLINS OF RUSHDEN,**  
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IMMEDIATE delivery 15-cwt. petrol van; list price.  
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**LAWLER MOTORS, LTD.,**  
OFFICIAL DENNIS AGENTS.

NEW VEHICLES—REPAIRS—SPARES.  
BODYBUILDING, PAINTING.

**FINCH STREET,**  
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Phone, Tideway 4441-2-3. 828-778

NEW DENNIS Pax, latest series DB chassis and cab,  
17-ft. 7-in. wheelbase, body space 24 ft. 11½ in., and  
14-ft. 5-in. wheelbase, body space 20 ft. 7 in., ex stock,  
subject unsold. Distributors, Donald Taylor, Ltd.,  
Haslingden, Crewe 2777. zzz-787

### DODGE

BOYS third axle for the new DODGE 3144 by 3145  
tipper and flat. Ask your agent. zzz-635

**COTTEE AND EDWARDS (1939), LTD.,** Castle  
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EARLY delivery all models. East Greenwich Garage,  
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PERKINS SIGNHOLDERS.

IMMEDIATE delivery:—

NEW DODGE 7-ton forward-control diesel tipper,  
Leyland engine, 18,500 Eaton 2-speed rear axle, Tele-  
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EARLY delivery of all other petrol and diesel models.  
If it's DODGE—Mitchell's your man!

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MAIN DODGE DISTRIBUTORS.

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200-220 CRICKLEWOOD BROADWAY,  
N.W.2.

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ALL new models prompt delivery.  
FULL range of spares for all models.

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DODGE vehicles. 828-427

448

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**PRIMROSE** offers third axle and twin steers for your  
DODGE vehicles. Details:—  
AGENT or direct to Primrose Third Axle Co., Ltd.,  
Clitheroe /84. 828-225

**DODGE** short-wheelbase 6-ton chassis and cab, fitted  
with the latest Perkins 305 engine. In stock, immedi-  
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heath, Birmingham. Bia 1267. 828-347

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Boulevard, Nottingham. Phone 52213. Distributors  
for Nottinghamshire. Full range of spares available.  
Service and sales. zzz-853

### FORD THAMES

NOW available the Boys third axle for the Thames  
Trader, all models, tippers and flats. Ask your agent.  
zzz-636

**F. H. PEACOCK, LTD.,**

MAIN FORD DEALERS  
AND COACHBUILDERS.

EARLY DELIVERY OF ALL VEHICLES.

SALES, SERVICE AND INSURANCE.

219-221 BALHAM HIGH ROAD, S.W.17.

Balham 1271 (10 lines). zzz-757

**ADLARDS MOTORS, LTD.,**

MAIN FORD DEALERS,  
Brixton 6431 (six lines).

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Offer immediate delivery from stock (subject to remaining  
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**THAMES** 2-ton 4-cyl. diesel 128-in. wheelbase van.

**THAMES** 3-ton 4-cyl. diesel 157-in. wheelbase chassis-  
cab.

**THAMES** 3-ton 4-cyl. diesel 157-in. wheelbase truck.

**TRADER** 3-ton 4-cyl. diesel 138-in. wheelbase chassis-  
cab.

**TRADER** 5-ton 4-cyl. diesel 152-in. wheelbase chassis-  
cab.

**TRADER** 5-ton 4-cyl. diesel 152-in. wheelbase truck.

**TRADER** 5-ton 6-cyl. diesel 152-in. wheelbase chassis-  
cab.

**TRADER** 7-ton 6-cyl. diesel 138-in. wheelbase chassis-  
cab.

**TRADER** 7-ton 6-cyl. diesel 160-in. wheelbase chassis-  
cab.

**TRADER** 7-ton 6-cyl. diesel 160-in. wheelbase truck.

**TRADER** 7-ton 6-cyl. diesel 108-in. wheelbase, 6-cu.-yd.  
Edbro drop-side tipper (two).

WRITE, PHONE OR CALL FOR PARTICULARS.  
zzz-799

**HUBERT DEES, LTD.,**

FORD MAIN DEALERS,  
BRIGHTON ROAD, CROYDON.  
Cro 6011.

SIDCUP BY-PASS, KENT.  
Footscray 5676.

IMMEDIATE or early delivery of the complete range of  
Thames petrol or diesel, commercial vehicles.

DEMONSTRATIONS and part-exchanges arranged.  
Consult us about your requirements for special bodies  
and attractive hire-purchase terms. zzz-843

FOR YOUR COMMERCIAL VEHICLE  
REQUIREMENTS.

**DAGENHAM MOTORS, LTD.,**  
COMMERCIAL VEHICLE SALES.

ALPERTON—PER 3388.

CATFORD—HIT 6161.

WOOLWICH—WOO 7771.

NORWOOD—WOP 7671.

BAYSWATER—PAR 1211.

WEST END—HYD 4070.

ELTHAM—ELT 0131.

zzz-6015

**CENTRAL GARAGE (UPPINGHAM), LTD.,**  
RUTLAND.

Phone 3296-7.

THE FORD PEOPLE.

ALL NEW FORD THAMES TRADERS

IN STOCK FOR IMMEDIATE OR EARLY DELIVERY

TOP ALLOWANCE ON YOUR OLD VEHICLE

OR VEHICLES.

NO H.P. CONTROLS NOW.

PURCHASE NOW, FROM AS LITTLE AS  
NO DEPOSIT.

**CENTRAL GARAGE (UPPINGHAM), LTD.,**  
RUTLAND.

Phone 3296-7.

THE FORD DEPOT.

zzz-723

NEW FORD Trader 6-cu.-yd. tipper, steel body, immedi-  
ate delivery. Walkers Filling Station, Ecclesfield.  
near Sheffield. Phone. Ecclesfield 3667. 828-253

### New Goods Vehicles (contd.)

**RICHARDSON (RUGELEY), LTD.,**

WOLSELEY ROAD, RUGELEY.

Phone, Rugeley 451-2-3 and 759.

ALL OF THE FOLLOWING ARE AVAILABLE FOR  
IMMEDIATE DELIVERY FROM STOCK.—

**THAMES** Trader 7-ton 6D diesel 108-in. short-wheelbase  
tippers with Edbro tipper gear and 6-cu.-yd. steel  
drop-side bodies, 9.00 by 20 tyres, works painted cab,  
ready for immediate use.

**THAMES** Trader 6D diesel 7-ton long-wheelbase 160-in.  
T 18-ft. Thames drop-side trucks, H.D. frame, works  
painted cab, 9.00 by 20 tyres, ready for immediate use.

**THAMES** Trader 6D diesel 7-ton long-wheelbase 20-ft.  
drop-side truck, 9.00 by 20 tyres, works painted cab,  
ready for immediate use.

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES.

LARGE STOCK OF NEW AND USED TRUCKS,  
TIPPERS AND VANS. 828-149

**PRIMROSE** offers third axle for your 7-ton Trader.

Details:—  
AGENT or direct to Primrose Third Axle Co., Ltd.,  
Clitheroe 784. 828-227

**DISPATCH MOTOR CO., FORD** distributors. Immedi-  
ate delivery 7-ton tipper, early delivery all Thames  
models, 7-ton long-wheelbase truck, Trader model,  
6-cylinder diesel engine, for immediate delivery. 98-128  
Southwark Bridge Rd., S.E.1. Wat 5991. 828-300

EARLY delivery Thames Trader, diesel articulated unit,  
converted Scammell coupling. We convert all 4D  
and 6D chassis cabs for Scammell automatic coupling.  
Perkins Garages, Ltd. Leytonstone 3366. 828-306

### NEW LOW HIRE-PURCHASE TERMS.

**W. J. BROWN** for the full Thames range, 5 cwt.  
to 7-ton, quick delivery all models. 359 Finchley  
Rd., N.W.3. Ham 2284.

**NORMAN REEVES (MOTORS), LTD.,** of Uxbridge.

offer:—  
NEW Thames Traders, immediate delivery. Buy now.  
Phone now. High St., Uxbridge, Middlesex. Phone.  
Uxbridge 3444 (four lines). 828-410

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**NORTH CHESHIRE MOTORS, LTD.,** Woolston.

Phone, Warrington 33271. Sales, spares and service. zzz-890

**K. AND B. MOTORS,** distributors for GUY vehicles

in North-eastern England. Early delivery on most  
models of Guy 4-, 6- and 8-wheelers. Part-exchanges  
welcome. Fuel pumps and injector service for all makes.

**K. AND B. MOTORS,** Benwell Lane, Newcastle.  
K. Phone 35273 (five lines). zzz-745

### JEEP

1959 WILLIS JEEP, all models, now at long last  
right-hand drive, direct from U.S.A., available  
in U.K. Supplied to order. Genuine Willis Jeep spare  
parts supplied for all Willis vehicles. Immediate service  
and attention given by your sole appointed concession-  
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**STEELE GRIFFITHS, LTD.,** London, S.E.5. Rodney  
2201-6. 828-629

### LAND ROVER

NEW LAND ROVER Series II, 88-in. wheelbase, petrol,  
early delivery, £650.

NEW LAND ROVER Series II, 88-in. wheelbase, diesel,  
early delivery, £740.

NEW LAND ROVER Series II, 109-in. wheelbase, petrol,  
immediate delivery, £730.

NEW LAND ROVER Series II, 109-in. wheelbase, diesel,  
immediate delivery, £820.

**COOMBS COMMERCIAL (GUILDFORD), LTD.,**  
C Portsmouth Rd., Guildford, Surrey. Phone, Guild-  
ford 62907. 828-278

### LEYLAND

BOYS third axle for all Comets and Beavers. Ask your  
agent. zzz-637

**J. H. SPARSHATT AND SONS**

(SOUTHAMPTON), LTD.

THE CAUSEWAY,

REDBRIDGE, SOUTHAMPTON.

Phone, Totton 2258.

### NEW

### LEYLAND

AND

ALBION VEHICLES

OF ALL MODELS IN STOCK.

zzz-874

THE BROWNHILLS MOTOR SALES,

AUTHORIZED DEALERS,

ALBION, LEYLAND.

NEW LEYLAND AND ALBION, ALL MODELS

IN STOCK.

**BROWNHILLS MOTOR SALES,**

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 828-147

### MORRIS

ONE 10-cwt. MORRIS van, list price. Cavendish  
Motors, Cavendish Rd., N.W.6. Willesden 0046-5. 828-413



## New Goods Vehicles (contd.)

### STEWART AND ARDERN, LTD. LONDON DISTRIBUTORS OF MORRIS-COMMERCIAL.

MORRIS-COMMERCIAL HOUSE,  
QUEENSBURY ROAD,  
NORTH CIRCULAR ROAD,  
WEMBLEY, MIDDLESEX.  
Alperton 2121.

AND AT  
ACTON, STAINES, HARROW, GOLDERS GREEN,  
TOTTENHAM, DALSTON, ILFORD, SOUTHBEND,  
CATFORD, CROYDON, SUTTON. 828-806

### SEDDON HALLS (FINCHLEY), LTD. 886-902 HIGH ROAD, NORTH FINCHLEY, N.12.

SEDDON diesel vehicles. Full range new freighters,  
tipper, tractors, with Perkins or Leyland engines for  
payloads 1-12 tons. Gardner and Cummins powered  
rigid and articulated multi-wheelers up to maximum  
gross vehicle weights. Hire-purchase, part-exchange.

WRITE OR PHONE FOR BROCHURES.

### HALLS (FINCHLEY), LTD. PHONE, HILLSIDE 1044-9. 828-701

## New Goods Vehicles (contd.)

THE SEDDON Mk. 14 with Boys third axle gives you  
12-ton payload and 24-ft. body. Ask your agent.  
828-638

COTTEE AND EDWARDS (1939), LTD., Castle Boule-  
vard, Nottingham. Phone 52213. Distributors for  
Nottinghamshire. Full range of spares. Service and sales.  
828-854

### SENTINEL

NORTH CHESHIRE MOTORS, LTD., Wootton.  
Phone, Warrington 33271. Sales, spares and service.  
828-891

### TROJAN

NEW TROJAN 20-cwt. and 25-cwt. vans, personnel  
wagon and rural bus, full range of spares and first-  
class service from:  
WILLIAMS MOTOR CO. (MANCHESTER), LTD.,  
Trafford St., Manchester, 3. Phone, Deansgate  
8781-5 for information. 828-791

SALES, service, spares. New vehicles. Immediate  
delivery. Seaford Garage, Ltd. Tot 5166. 828-415

### VOLKSWAGEN

FOR your VOLKSWAGEN—see the VW Centre at  
Ripley, distributors of all Volkswagen vehicles. The  
first in the U.K. to specialize exclusively in the sales and  
service of Volkswagens. A full range of spare parts  
always available. Colbourne Garage, Ltd., "The Volk-  
swagen Centre," Ripley, Surrey, Phone, Ripley 2361.  
828-801

EUROPEAN CARS, LTD., distributors for London  
Western districts. Early delivery van, pick-up, Micro-  
bus, Kombi and ambulance. 129-131 Brompton Rd.,  
S.W.7. Rembrandt 7722. 828-740

## October 30, 1959—THE COMMERCIAL MOTOR 67 (Supplement)

## New Goods Vehicles (contd.)

### UNCLASSIFIED

THE new Boys third axle is available for all makes.  
Ask your agent or apply to Henry Boys and Sons,  
Ltd., Oxford St., Walsall. Phone, Walsall 2181. 828-639  
STEELE GRIFFITHS AND CO., LTD., 295 Camberwell  
New Rd., S.E.5. Phone, Rodney 2201-8. All makes  
of commercial vehicles supplied. 828-607

### COX'S MOTORS (HILL TOP), LTD.

AUTHORIZED DEALERS LEYLAND AND ALBION.  
FOR IMMEDIATE DELIVERY.

ALBION Reiver 6-wheeler.

LEYLAND Super Comet with Boys third axle and  
LEYLAND Octopus 8-wheeler.

EARLY DELIVERY OF OTHER MODELS.

### COX'S MOTORS (HILL TOP), LTD.

127 HILL TOP, WEST BROMWICH.  
Phone, Wednesbury 0470, 1047. 828-145

ATLAS vans, one sliding door, one hinge door, immedi-  
ate delivery.  
IMMEDIATE delivery new AUSTIN 11-ton van, petrol,  
Commer, primer. Acorn 6731. 828-335

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### ALBION

1947 ALBION 6-cylinder diesel 33-seater with Trans-  
Union body, very good appearance, certificate  
of fitness to 1960 in daily use. £295. Citadel Motors,  
Ltd., Warwick Rd., Carlisle. Phone 25122. 828-7881

#### A.E.C.

LOW-BRIDGE double-decks for operators.  
CHOICE of seven A.E.C. Mark III low-bridge double-  
decks, 53 seats, 1949, powered by A.E.C. 9.6-litre  
engines with synchromesh gearboxes and metal frame  
bodies by East Lancs, price £225 each.  
COLBRO, LTD., Jaw Bone Works, Rothwell, Leeds.  
Phone, Rothwell 3258. 828-36

A.E.C. Reliance, 1955 (first registered May, 1955),  
A.E.C. body by Burlingham, Seagull 41-seater, for-  
ward entrance, exterior cream and maroon, certificate of  
fitness May, 1960, perfect condition. Binns Motor  
Coaches, Ltd., 40 Higher Bridge St., Bolton, Lancs.  
Phone, Bolton 3615. 828-7907

1948 A.E.C. 7.7 Harrington all-metal full-front  
condition, certificate of fitness 1960, £500 or offer. 16  
Hemphill Lane, Bulwell, Nottingham. 828-9A488

A.E.C. (1946 registered) 32-seater coach, 7.7 engine,  
Edgware 2572. 828-386

1947 A.E.C. 55-seater, 7.7 engine, Roe all-metal  
body, fitness 1961-62, from £130 each.

1947 A.E.C. 35-seater, 7.7 engine, Duple body,  
fitness 1961-62, from £135 each. A. E.  
Camerton, Ltd., 328 Brixton Rd., S.W.9. Brixton 7962.  
828-163

1952 A.E.C. 41-seater diesel coach, 9.6 underfloor  
engine, certificate of fitness to 1962, Burling-  
ham body, fitted new springs and reined brakes, £1,695,  
130 Upper Tooting Rd., S.W.17. Balham 7894. 828-265

1950, June, A.E.C., 7.7 diesel engine, 33-seater, one  
owner, owner-driven, all new tyres, beautiful  
runner, for quick sale, £375. Colnbrook 2072. 828-354

#### A.E.C. Wanted

A.E.C. Regal 7.7 coach with Plaxton full-front  
conversion, full details to H. Broughton  
and Sons, Kitchbrook Rd., Garage, Barnoldswick, Colne,  
Lancs. Phone, Barnoldswick 3308. 828-437

#### AUSTIN

AUSTIN full-front, 1949, one owner, 31-seater, certifi-  
cate of fitness October, 1962, £375. Moushons Service  
Station, Ltd., 1-4 Odessa Rd., E.7. Mar 1888. 828-330

#### BEDFORD

1952 BEDFORD Vega, 7-ft. 6-in. wide, quarter lights  
in excellent condition, certificate of fitness 1962.

1959 BEDFORD Super Vega, 41-seater, red, grey  
interior, cream exterior, small mileage.  
VINCENT GREENHOUS, Hyde Motor Works, Here-  
ford 2347. 828-20

1958 BEDFORD Duple 29-seater Vista, cream-blue  
radio, microphone, heaters, many extras, 34,000  
miles, registered June 10, 1958, certificate of fitness  
1965, £2,400 o.n.o.

1955 BEDFORD Duple 38-seater Vega, grey-maroon,  
radio, microphones, heaters, reconditioned petrol  
engine August, 1959; registered February 12, 1955, new  
certificate of fitness 5 years, £1,850.

SHEARINGS TOURS (MANCHESTER), LTD., 419  
Manchester Rd., Oldham. Phone, Failsworth, Man-  
chester 4111. 828-17

### Used Passenger Vehicles (contd.)

#### THURGOODS OF WARE.

1957, April, BEDFORD Super Vega 37-seater 8-ft.  
with green interior, green and grey exterior,  
in excellent condition, only used on high-class tours,  
heaters, speech amplification, fog lamp, certificate of fit-  
ness to 7.5.64, £2,650.

1956, April, BEDFORD Super Vega 41-seater, 8-ft.  
wide, as above, £2,675.

1956, May, BEDFORD Super Vega 37-seater, 7-ft.  
6-in. wide, as above, £2,450 (can be made  
into 41-seaters at extra charge), choice of four.

1949, Late, BEDFORD Vista 29-seater, exterior red  
and cream, red high-back seats, Formica sides,  
wide rear bumper, good tyres and engine, certified to  
1963, £725.

1949-50-51-52 BEDFORD Vistas (29), various colours,  
choice of six, clean condition, certified, from  
£250.

12 Coaches and buses, suitable workmen and shops.  
PHONE, WARE 8333-4. AFTER HOURS, 896. 828-29

BEDFORD, 1951, 29-seater Vistas, glass roof, quarters,  
tubular racks, good tyres, certificate of fitness, 1963,  
choice of four, used for seasonal work only, excellent  
condition. Red Lion Garage, Oswestry. Phone 2345. 828-97

35-SEATER BEDFORD petrol Burlingham, fitted with  
radio, speech amplification, heaters and twin spot  
lamps, repainted cream, first registered July, 1953, certifi-  
cate of fitness July 1963.

CHOICE OF BEDFORD 29-seater Duple Vistas, certifi-  
cates of fitness.

PART-EXCHANGES. HIRE-PURCHASE TERMS.

#### SAVILLE MOTOR SALES, LTD.

HARVESTER HOUSE,  
STRATFORD-ON-AVON. 828-128

£1,000. Only, 1952 BEDFORD motor coach, 33-  
seater Plaxton Venturer luxury body, dual  
blue, good, clean condition throughout, certificate of  
fitness 1962, one owner, Bottomleys Motors, Marsh,  
Huddersfield. Phone, Hud 2486. 829-7914

1951 BEDFORD 31-seater Duple coach, heater, radio,  
used only on private hire, certified to 1961.  
£1,150, choice of two. Underwoods. Phone, West  
Mersea 322. 828-418

1959 BEDFORD Plaxton 29-seater full luxury coach  
with many extras, £2,950. Grove Coaches,  
Alfalf Rd., Coventry 53619. 828-x505

1956 41-seater BEDFORD Burlingham, £2,150.

1954 38-seater BEDFORD Duple, certificate of fitness  
15.2.64, £1,800.

1951 33-seater BEDFORD Duple, certificate of fitness  
19.6.61, £1,200.

1953 35-seater BEDFORD Burlingham, certificate of  
fitness 21.4.63, £1,600.  
Arranged if required.

H.P. WIGMORE EXCELSIOR COACHES, LTD., Doe  
Quarry Lane, Dinnington, nr. Sheffield. Phone,  
Dinnington 260. 828-235

1950 Duple BEDFORD, immaculate condition  
throughout, taxed, insured, contract available.  
Harrow 9148. 828-x491

1956 BEDFORD Duple Vega 41-seater, certificate of  
fitness 1961, £1,750.

1954 BEDFORD Burlingham Seagull 36-seater, certifi-  
cate of fitness, 1964, £2,250.

1953, March, BEDFORD Burlingham Seagull (36),  
certificate of fitness 1965, complete body  
chassis overhaul, £2,050. J. J. Longstaff and Sons, Ltd.,  
2 Shillbank, Mirfield, Yorks. 828-314

### Used Passenger Vehicles (contd.)

#### KIRKBY AND SONS (SALES), LTD.

CROSS ROAD GARAGE,  
ANSTON, NEAR SHEFFIELD.  
BEDFORD MAIN DEALERS.  
NEW BEDFORD.

#### DUPLE, PLAXTON, HARRINGTON.

COMPARE OUR USED VEHICLE PRICES.

FOR EARLY DELIVERY.

1958 BEDFORD petrol Plaxton 41-seater, many  
extras, £3,200.

1958 BEDFORD Plaxton (S.B.I. diesel) 41-seater,  
immaculate, £3,150.

1957 41-seater Bedford, petrol, Duple Super Vega,  
£2,850.

1957 41-seater Bedford Plaxton, choice of two, radio,  
intercom, etc., very clean, £2,850.

1956 BEDFORD petrol 41-seater Yeaton Riviera,  
blue-ivory exterior, £2,650.

1956 BEDFORD petrol 36-seater Plaxton, blue  
exterior, £3,400. Choice of three.

1955 BEDFORD Duple 36-seater, radio, etc., £2,450.  
Choice of four.

1953 BEDFORD Plaxton, many extras, £1,975.

ALL MACHINES ARE WORKS CHECKED AND ARE  
IN FIRST-CLASS CONDITION THROUGHOUT.

#### TERMS AND EXCHANGES.

PHONE, DINNINGTON 541 (BY DAY).

NIGHT PHONES, KIVETON 220; MANSFIELD 5393;  
DINNINGTON 577. 828-251

#### BRISTOL

BRISTOL single-deck 36-seater, S.W. Gardner, from  
£1,125; in first-class condition. Part-exchange on any  
vehicle.

BAYLISS, Timberham Works, Lowfield Heath, Crawley,  
Surrey. Hurley 4536. 828-416

#### COMMER

1955 COMMER TS3 Plaxton 41-seater coach, excel-  
lent condition, price £2,400.

FAIRCLOUGH BROS., LTD., Beehive Garage, Inchock,  
F. Phone, Horwich 644. 828-7854

1949 COMMER Avenger, 32-seater Reading's body,  
good condition, £250 bargain. Campings  
Coaches, Park Crescent, Brighton 65493. 828-260

1951 (Late) COMMER 29-seater coach body by  
Harrington, excellent condition, certificate of  
fitness August, 1961, £550. Terms, Phillip Foster, 100  
High St., Uxbridge. Phone 4202. 828-358

1955, July, COMMER TS3, Eaton 2-speed axle,  
Plaxton 39-seater de luxe (absolutely immacu-  
late), owner-driven since new, fitted many extras, this  
vehicle only requires a trial run to sell at £2,300. Fraser  
Motors, 17 Water St., Accrington. Phone, Acc 2526.  
828-x484

#### Commer Wanted

WANTED, COMMER Commando bus, Scottish Avia-  
tion, Ltd., aluminium alloy body, in good condition.  
Box CM282, care of "The Commercial Motor." 828-22

#### CROSSLEY

1951 CROSSLEY 37-seater, plus courier seat, full-  
fronted Plaxton body, diesel engine, certificate  
of fitness to July, 1961.

#### ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL-BEDFORD DEALERS,  
COUNTY ROAD,  
ORMSKIRK.  
Phone, Ormskirk 2591-2. 828-231  
A49



### Used Passenger Vehicles (contd.)

#### DAIMLER

**1948** DAIMLER CVD6 33-seater, well maintained, certified 1961. £345, or offers. Bookham 2330. 828-196

**1946** DAIMLER 56-seater, certificate of fitness, in very good condition, ready for immediate use at the cost of £235. (Choice of two.)

**BEXLEYHEATH TRANSPORT CO., LTD.**, 57a The Broadway, Bexleyheath, Kent. 828-96

**1948** DAIMLER full luxury coach, 35-seater, cream and blue with red upholstery, fitted full-front body 1955, certificate of fitness 1960, in first-class condition, £850 or nearest offer. Campbell, Brookfield, Fenwick, Ayrshire. Phone 270. 828-x510

#### DENNIS

**1950** DENNIS Lancet 33-seater Duple, recently certified until July, 1963, new tyres, £500 o.n.o. H. R. Figs, 103 Eastern Esplanade, Southend. Phone 68922. 828-x428

#### GUY

**1950** GUY Vixen 29-seater de luxe coach, 50,000 miles from new, Royal blue, moquette seats, in excellent condition.

**BEECH'S GARAGE (HANLEY), LTD.**, Hope St., Hanley, Stoke-on-Trent, 25249 and 25240. 828-57

#### LEYLAND

**1947** 33-seater LEYLAND PS1, Duple half-cab, fitted heater, good tyres, clean, certified 1961. Mafin's Coaches, 14-16 Canterbury Rd., Whitstable, Kent. 829-x365

**LEYLAND** Royal Tiger, 1952, first registered March, 1952, Burlingham Seagull body, 41-seater, centre entrance, exterior blue and cream, certificate of fitness February, 1962, and is in perfect condition. Binns Motor Coaches, Ltd., 40 Higher Bridge St., Bolton, Lancs. Phone, Bolton 3615. 829-7908

#### UNCLASSIFIED

**LANCASHIRE MOTOR TRADERS, LTD.**, OLYMPIA GARAGE, LIVERPOOL STREET, SALFORD, 5. Phone, Pendleton 5201. Evenings, Oldham Main 2461.

**1959** BEDFORD petrol 41-seater Super Vega, £3,100.

**1957** BEDFORD petrol 41-seater Burlingham, £2,550.

**1956** BEDFORD petrol 41-seater Super Vega, £2,400.

**1953** BEDFORD petrol 36-seater; choice of two, £1,650.

**1952** A.E.C. 39-seater, Plaxton, £1,450.

**1950** A.E.C. 33-seater, Burlingham, £550.

**LATE 1951** BEDFORD SB3, 33-seater Duple, fitted quarter light, £1,150.

**1950** SEDDON fitted 33-seater full-front Plaxton body, £250. 828-222

**1954** 37-seater Bedford, Strachan Everest body, £1,000; also 1950 31-seater Vulcan, P6, £500; both vehicles in excellent condition. Pilot Coaches, Ltd., High Wycombe, Bucks. Phone 4151. 828-x513

#### FRANK COWLEY,

**200 BUSES AND COACHES**  
ACTUALLY IN STOCK.  
READY FOR IMMEDIATE SERVICE.

**1950** Full-front A.E.C. Burlingham coach, can only be described as new in every possible way, 9.6 engine, synchromesh box, cream and maroon with red interior, certified, only wants seeing, £750.

**1949** A.E.C. full-luxury coaches, unmarked in every possible way, just off service, choice of 16, £395, each, certified 1962-63.

**1948** BRISTOL 33-seater luxury coaches, 5LW Gardner engines, 5-speed gearboxes, low full vision front, a very lovely fleet, choice of 10, £375 each.

**PS1** LEYLAND full-fronted coaches, no bulkhead, immaculate throughout, full-luxury seats, these machines carry full guarantee and are certified 1961-63, choice of 15, £495 each.

**1949-50** DENNIS 35-seater Duple luxury coaches, immaculate throughout, choice of six, £340 each.

**PS1** LEYLAND 34-seater service saloons, only just off service, in first-class condition throughout, certified £275 each.

**1948** BRISTOL 35-seater service buses, 5LW Gardner and 5-speed gearboxes, low full vision fronts, unmarked throughout, choice of 12, £325 each.

**1948-49** A.E.C. 35-seater service saloon, choice of over 30, fitted A.E.C. 7.7 and 9.6 engines, good batteries, etc., ready to go to work, £250 each.

**1949** CROSSLY 33-seater Burlingham coaches, some with almost new tyres, a very lovely fleet of vehicles, choice of 20, £220 each.

**PD1** LEYLAND H.B. double-deckers, Park Royal bodies, unmarked throughout and in first-class mechanical condition, certified 1962-63, £475 each, choice of three only.

**1944-45** GUY H.B. deckers, fitted 5 and 6LW Gardner engine, certified, from £200 each, choice of six.

**LSO** 150 single- and double-deckers, all fitted with A good batteries and ready to go to work, from £150 each.

#### FRANK COWLEY,

3 BLACKFRIARS ROAD, SALFORD, 3.

Phone, Manchester, Blackfriars 7577 and Blackfriars 1048. 828-217

A50

### Used Passenger Vehicles (contd.)

**ARLINGTON MOTOR CO., LTD.**, LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:  
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
HOWARD 1266, PBX.

#### NEW COACHES.

##### IMMEDIATE DELIVERY.

**NEW BEDFORD** SBI diesel 41-seater Plaxton, Perspex quarters, tubular racks, radio and heaters, many extras, ivory and red.

**NEW BEDFORD** SBI diesel 41-seater Harrington Crusader, Perspex quarters, tubular racks, radio and heaters, many extras, cream and red.

**NEW BEDFORD** SB3 petrol 41-seater Duple Super Vega, Perspex quarters, tubular racks, radio and heater, cream and red.

**NEW BEDFORD** SBI and SBB diesel 41-seater Duple Super Vega, Perspex quarters, tubular racks, radio and heaters, colours to choice.

**A.E.C.** Duple, Plaxton or Harrington coachwork to 1960 designs; available for early delivery, finished to instructions.

**LEYLAND** Leopard chassis, air brakes, mounted with Duple, Plaxton or Harrington coachwork to 1960 designs; available for delivery Easter or Whitsun.

ALL MAKES OF PASSENGER CHASSIS SUPPLIED WITH DUPLÉ, PLAXTON, HARRINGTON AND BURLINGHAM COACHWORK.

#### USED COACHES

##### FOR IMMEDIATE DELIVERY EX STOCK:—

##### BEDFORD.

**1958** Duple 41-seater Super Vega, glass roof quarters, tubular racks, Formica panels, radio, two heaters, divided type seats, immaculate condition, finished grey and blue, certificate of fitness 1963.

**1957** Duple 41-seater Super Vega, 7 ft. 6 in. wide, upholstered in red moquette, heater fitted, finished cream and red, certificate of fitness 1964.

**1956** Duple 41-seater Super Vega, autumn tint moquette, Formica panels, radio and heater, finished green and grey, certificate of fitness 1961.

**1954** Duple 38-seater Perspex quarters, tubular racks, many extras, cream and brown, certificate of fitness 1964.

**1954** Duple 38-seater Super Vega blue floral moquette, radio and heater fitted, finished blue and cream, certificate of fitness 1964.

**1954** Duple 38-seater Super Vega, heater, red moquette, finished blue, certificate of fitness 1964.

##### A.E.C.

**1956** Reliance 43-seater Duple Britannia coachwork, blue floral moquette, radio and heater, many extras, immaculate condition, certificate of fitness 1963.

**1955** Reliance 37-41-seaters, coachwork by H. V. Roe, central entrance, public address system fitted, many extras, certificate of fitness 1964, immaculate condition, choice of four.

**1953** Duple 35-seater Super Vega coachwork, glass roof quarters, tubular racks, Formica side panels and heaters fitted, finished blue and grey, certificate of fitness 1963, choice of three.

**1952** Gurney Nutting 35-seater coachwork, upholstered in floral moquette, repainted cream, lift-up roof vents, certificate of fitness 1962, choice of six.

**1952** Duple 35-seater Super Vega coachwork, glass roof quarters, tubular racks, Formica side panels and heaters fitted, finished blue and grey, certificate of fitness 1962, choice of three.

**1949** Mark III 35-seater, 9.6 oil engine, mounted with new full-front Yeates Rivera coachwork in 1954, Perspex quarters, tubular racks, divided seats in red moquette, exterior metallic blue, certificate of fitness 1964. Choice of three.

##### LEYLAND.

**1950** PS1 35-seater Bellhouse-Hartwell coachwork, finished blue and cream, certificate of fitness 1960. Choice of two.

**1950** Comet, 33-seater Burlingham coachwork, finished maroon, certificate of fitness 1961.

FIRST REASONABLE OFFER ACCEPTED FOR ANY OF THE FOLLOWING COACHES.  
SUBJECT TO BEING UNSOLD.

**1950** AUSTIN 32-seater Kenex coachwork, certificate of fitness January, 1960.

**1949** AUSTIN 29-seater Plaxton coachwork, certificate of fitness 1960. Choice of six.

**1949** A.E.C. Mark III 9.6, preselector gearbox, 33-seater All-weather coachwork, finished maroon and cream.

**1948** A.E.C. Mark III 9.6 crash gearbox, 33-seater Burlingham coachwork, finished grey and maroon, certificate of fitness 1963.

**1947** A.E.C. Mark I 7.7 35-seater full-front Thureood coachwork, finished cream and red, certificate of fitness 1962.

PART-EXCHANGE AND HIRE-PURCHASE.  
ARRANGED BY OUR DEPOTS AT:—

##### LONDON:

25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.  
Phone, VIC 6033.

##### CARDIFF:

DUMBALLS ROAD, CARDIFF.  
Phone, Cardiff 30641.

##### SUDBURY, SUFFOLK.

CORNARD ROAD, SUDBURY, SUFFOLK.  
Phone, Sudbury 2301. 828-196

**1950** 29-seater coaches, choice of seven, some with quarter lights, new certificates of fitness for four years, £350 each or nearest offer. Corvedine Motors, Ludlow. Phone 23. 828-7

**1950** FODEN 6LW 33-seater, certificate of fitness 1960. 1949 Crossley, downdraught engine, 33-seater, certificate of fitness 1963. Both taxed and available after November 24. Best offers accepted. Blundells Coaches, Wright St., Southport. Phone 56321. 828-x455

### Used Passenger Vehicles (contd.)

**CHARLES COPPOCK, LTD.**, SERVICE BUSES.

THE GARAGE,  
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

FOR EARLY RELEASE.  
SUPER FULL-FRONTED 53-SEAT.  
LOW-BRIDGE DOUBLE-DECK COACHES,  
8-FT. WIDE, ENCLOSED REAR PLATFORMS,  
IDEAL FOR EXPRESS AND  
LONG-DISTANCE TRAVEL.  
1948-1949 LEYLAND PD1,  
7.4-LITRE ENGINE,  
BURLINGHAM COACHWORK.

COMFORTABLE seating in red figured moquette, capacious luggage rack, on lower deck, good enclosed loading platform, wide stairways, good heating system, Perspex roof lights, exterior colours red, current certificates of fitness.

SEVERAL of these vehicles will be available in the near future.

**1947** And 1946 A.E.C. service buses, Mark I chassis, 7.7-litre oil engine, crash-type gearbox, bodied by Brush and Saunders-Roe respectively, front entrance, seating 36 passengers, upholstery in moquette and leather, certificates of fitness 1960-61, choice of 20.

**1946** ALBION service buses, powered Albion 6-cylinder diesel engine, ENE 242, coachwork by B.T.T.C. of all-metal construction, these bus bodies were new in 1953, seating 35 passengers, upholstery in leather, rear sliding entrance door, certificate of fitness 1960-1, choice of five.

**1951** GUY, underfloor 6LW Gardner oil engine, pre-selector gearbox, air brakes, Metalcraft coachwork, 43-seater luxury coach, large-type seats, trimmed in autumn tint, centre entrance sliding door, exterior colours red and cream, certificate of fitness capes May, 1961.

**1949** Full-fronted FODEN Plaxton coachwork, 43-seater, powered 6LW Gardner oil engine, 33 seats, in blue floral moquette, exterior colours cream, in very clean condition.

**30** A.E.C. 7.7-litre oil engines, complete with fuel pump, dynamo, starter motor and clutch.

**12** Gardner 5LW oil engines, complete with fuel pump, dynamo, starter motor and clutch.

**8** LEYLAND PS1 7.4-litre oil engine, complete with fuel pump, dynamo, starter motor and clutch.

#### CHASSIS UNITS AND SPARES.

**LEYLAND** PS1, A.E.C. Mark I, Bristol J type, Bristol K type, Guy Arab, Tilling-Stevens, Daimler CV6, Crossley, Leyland TS7 and 8, Leyland TD5.

#### SPECIAL OFFER.

BRAND-NEW injectors for Leyland Royal Tiger and Leyland PS2 and PD2 engines, £12 per set of six.

#### WE WELCOME YOUR INQUIRIES.

PHONE, SALE 5633.  
GRAMS, "BUSUNITS". 828-4

#### ANNUAL SEASON SALE.

**P.V.D., LTD.** 250 **F.C.S., LTD.**

#### SELECTED BUSES AND COACHES

ACTUALLY IN STOCK AND AVAILABLE  
FOR IMMEDIATE INSPECTION AND TEST.

#### SPECIAL H.P. TERMS.

**1950** A.E.C. Mark III, fitted 34-seater Willowbrook full-luxury coach bodies, 7.7 and 9.6 A.E.C. diesel units, certificate of fitness 1960, in excellent mechanical and body condition, certificate of fitness 1960, choice of seven, price £375-£400.

**1948** LEYLAND PS1, fitted 33-seater Burlingham full-luxury body, 7.4 diesel engine, in excellent mechanical and body condition, certificate of fitness from 1961, price £375-£400.

**1955** LEYLAND Atlantean low-bridge decker, 41-seater, all metal, rear engine, electric rear doors, automatic change, in superb mechanical and body condition.

**1949** BEDFORD, fitted 1950 all-metal fully fronted 35-seater Beadle body, sliding doors to driver's cab, Perkins P6 engine, in superb mechanical and body condition, complete with new Perkins spares, pistons, liners, etc., certificate of fitness to October, 1960, £395.

**1949-50** A.E.C. Mark III, fitted Burlingham 34-seater all-metal Service saloon, choice of 9.6 and 7.7 diesel units, certificate of fitness 1959-60, £325-£400.

**1948** BRISTOL TS8, fitted 1951 Burlingham 34-seater service saloon, 7.7 A.E.C. units, 5-speed box, in excellent condition, certificate of fitness 1960, £550.

**LEYLAND** TSM, fitted 1951 Burlingham 34-seater service saloons, all-metal, late-type 8.6 engines, top sliding windows, heaters, etc., certificate of fitness end of 1961, £325.

**1948-49** A.E.C. 7.7 engine, 33-seater Harrington bodies, full luxury, power-hand-operated sliding front doors, certificate of fitness 1961, in perfect mechanical and body condition, £425-£450.

**LARGE** selection of Bedford, Austin and Commer coaches, all ready for use, at bargain prices, certificates of fitness 1961-63.

#### WRITE FOR STOCK LIST.

#### TRADE INQUIRIES INVITED.

#### SPECIAL H.P. FACILITIES.

#### PART-EXCHANGES.

**P.V.D., LTD.** **F.C.S., LTD.**

#### F.C.S. WORKS,

LONDON ROAD,

DUNCHURCH, RUGBY.

PHONE, DUNCHURCH 262 AND 265.

ON THE A45. 828-4

## Used Passenger Vehicles (cont'd.)

### STANLEY HUGHES AND CO. LTD.

LODGE GARAGE,  
WHITEHALL ROAD,  
GOMERSALL, NEAR LEEDS.  
Phone, Dudley Hill 1144 (six lines).

### OFFERS IMMEDIATE DELIVERY

OF—

NEW FORD Traders, fitted with Plaxton, Duplo, Burlington or Harrington bodies.  
NEW BEDFORD fitted with Plaxton, Duplo, Burlington or Harrington bodies.

### EARLY DELIVERY

### OF A.E.C. RELIANCE.

FITTED WITH DUPLÉ OR PLAXTON BODIES.

SECOND-HAND coaches coming into stock between October 1 and 31, 1959. All can be seen by appointment, but can be seen on our premises after October 24, 1959.

JUNE, 1959, A.E.C. Reliance, fitted Duplo Britannia bodies, front entrance, many extras, red flower interior; these machines have done approximately 15,000 miles and have been on tour only, choice of three.

1958 BEDFORD SBI oilers, fitted with 41-seater Plaxton full-luxury bodies, in first-class condition throughout, immaculate, choice of three.

1958 BEDFORD petrol 41-seaters, in immaculate condition, fitted Plaxton bodies, heater and radio, choice of three.

1957-58 BEDFORD petrol 41-seaters, fitted with Yeates Europa bodies, choice of two.

1957 BEDFORD 41-seaters, fitted Duplo bodies, many extras, immaculate condition, choice of four.

1955 BEDFORDS, fitted with Strachans body, 32 Continental seats but could be fitted with 37 or 39 seats, choice of 10.

1954 BEDFORD 35-seater Plaxton full-front, in immaculate condition, certificate of fitness to 1963, choice of two.

1953 BEDFORD petrol 35-seaters, Plaxton full-fronts, certificate of fitness to 1963, choice of three.

1952 COMMERS, 33-seaters, underfloor, Plaxton bodies, immaculate condition, choice of three.

1952 BEDFORD, fitted 33-seater Duplo body, certificate of fitness to 1963.

1951 A.E.C. Mark IV, fitted with Burlington and Duplo bodies, 37 to 41-seaters; these machines are in very good condition throughout, choice of seven.

1951 GUY, fitted with brand-new Meadows engine and Associated body, full front, 35-seater, cheap in clear.

1950 LEYLAND PS2, fitted 35-seater Plaxton full-front bodies, been operated by large private concern; these machines are in first-class condition, choice of three.

1950 LEYLAND PS2, fitted 37-seater Plaxton full-front bodies without bulkheads, choice of four.

1950 A.E.C. Mark III, fitted automatic lubrication, crash box, fitted with new 35-seater Plaxton full-front bodies in 1956, these machines are immaculate, no bulkheads, choice of two.

1950 A.E.C. fitted with Plaxton 35-seater body in 1953, in first-class condition throughout, no bulkhead, choice of two.

1950 A.E.C. 9.6, fitted 33-seater Yeates full-front body, no bulkhead.

1949 CROSSLY downdraughts, fitted with Duplo bodies and Plaxton full-fronts, no bulkhead, carrying certificates of fitness to 1963-64, choice of four.

1949 MAUDSLAY, fitted with 33-seater Burlington body and Plaxton full-fronts.

1949 LEYLAND PS1, 33-seater Harrington body, half-cab.

1949 FODEN 6LW half-cab, fitted with 33-seater Harrington body.

1949 FODEN half-cab, fitted with Plaxton 33-seater body.

LARGE selection of A.E.C., Maudslay, Bedford, Leyland PS1 half-cabs, cheap to clear.

1946 GUY double-deckers, fitted with Park Royal bodies, 5LW engines, 56 seats, 26 lower and 30 upper, two years' certificate of fitness, choice of 80, £550 each.

SPARE parts for all types of passenger vehicles, engines, carburetors, etc.

ALL the above machines are at "knock-out" prices to clear, and we should be pleased to quote you prices of any of these.

### HIRE-PURCHASE, PART-EXCHANGES.

NIGHT PHONE, CLECKHEATON 2461-2.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866.

828-507

### COACHES AND COMPONENTS, LTD.

409-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

1959, February, BEDFORD 41-seater, Plaxton, red-grey upholstery, red-white exterior.

1957 BEDFORD 41-seater Super Vega, petrol, red moquette, cream-red exterior, heater, fuel filter lock, certificate of fitness to 1964.

1955 BEDFORD 38-seater Super Vega, fawn floral moquette, cream-red exterior, Perspex roof vents, certificate of fitness 1960, choice of two.

1954 BEDFORD 36-seater Super Vega, red moquette, cream exterior, glass roof quarters, clock, heater, two Perspex lift-up roof vents.

1954 BEDFORD diesel 36-seater Harrington Duplo, choice of seven.

1950 FODEN (6LW) 33-seater Metalcraft body, certificate of fitness 1960, choice of two.

1950 FODEN (6LW) 37-seater Metalcraft body, certificate of fitness 1961.

1951-52 BEDFORD 35-seater Gurney Nutting body, certificate of fitness 1961, choice of three.

1949 CROSSLY 33-seater Whitson, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof.

1949 MAUDSLAY 33-seater, Gurney Nutting, grey floral moquette, grey-maroon exterior, certificate of fitness November, 1959.

1948 DENNIS 33-seater Duplo, certificate of fitness 1961-63, choice of 11.

SEVERAL 29-seaters and half-cab coaches at low prices to make room for new stock. These are particularly suitable for conversion.

## Used Passenger Vehicles (cont'd.)

### THE S.M.T. SALES AND SERVICE CO. LTD.

177-205 FINNIESTON STREET,  
GLASGOW, C.3.

WE ARE NOW BOOKING ORDERS FOR EARLY AND NEXT SEASON'S DELIVERIES, AND WOULD WELCOME YOUR INQUIRY, WHICH WILL RECEIVE IMMEDIATE AND CAREFUL ATTENTION.

WE HAVE A WONDERFUL SELECTION OF

### USED COACHES.

PETROL AND DIESEL.

ALL IN ABSOLUTELY TIP-TOP CONDITION, AND A FEW EXAMPLES FROM THIS EXCELLENT STOCK INCLUDE—

### BEDFORD.

1957 BEDFORD Plaxton 41-seater full-luxury coaches, petrol; choice of two absolutely spotless machines at reasonable prices.

1954 BEDFORD Duplo 36-seater coach, diesel, certificate of fitness June, 1964, exterior two shades of blue, seating in red-patterned moquette, very attractive machine at bargain price.

1954 BEDFORD Burlington 36-seater coach, petrol, certificate of fitness March, 1963, exterior black and off-white, seating in attractive fawn-patterned moquette, excellent value.

1952 BEDFORD Duplo 32-seater full-luxury coach, certificate of fitness January, 1961, exterior cream, splendid example of this popular model.

1951 BEDFORD Duplo 32-seater coach, certificate of fitness October, 1962, ft. 6 in. width, very attractive machine.

1951 BEDFORD Duplo 33-seater full-luxury coach, certificate of fitness June, 1961, exterior in cream, splendid condition; bargain.

1950 BEDFORD Duplo Vista 29-seater full-luxury coach, exterior in cream with red-patterned moquette, outstanding example of this very popular model.

### LEYLAND.

1947 LEYLAND PS1 Duplo 33-seater coach with full-front conversion, exterior cream with fawn-patterned moquette, very fresh coach.

### A.E.C.

1953 A.E.C. Whitson 41-seater full-luxury coach, certificate of fitness October, 1962, exterior in black, complete vehicle in first-class condition.

1953 A.E.C. Gurney-Nutting 41-seater full-luxury coach, certificate of fitness February, 1963, exterior cream and blue, seating in blue-patterned moquette, excellent value.

LARGE selection of Daimler, A.E.C. and Foden half-cab 33-seaters at very reasonable prices, suitable for public works contractors and workers' buses.

### HIRE-PURCHASE FACILITIES.

Phone, Douglas 2940.

### PART-EXCHANGES WELCOME.

Phone, Douglas 2940.

828-30

1951-52 FODEN full-front 37-seater Whitson special body, no diesel, new Mark II engine fitted 1958, certificate of fitness 1961.

1951 LEYLAND PS2 full-front 35-seater with full conversion, certificate of fitness 1964.

1950 MAUDSLAY 33-seater, half cab, A.E.C. 7.7 engine, body completely reframed, no bulkhead, to be refitted.

LL above open to reasonable offer, or exchange A wheeler. Phone, Uxbridge 8617.

828-54

### STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON,

BIRMINGHAM, 23.

Phone, Erd 2488.

LEYLAND PS1's, choice of three, guaranteed in first-class condition including tyres, batteries, now being reconditioned, 35-seater full-fronted Duplo, owned by us since new, £1,600-£1,700.

BEDFORD, petrol engine, guaranteed in first-class condition including batteries and tyres, certificate of fitness 1962, 35-seater full-fronted Duplo, owned by us since new, £850.

7.7 Mark III, 1960, guaranteed in first-class condition, including tyres and batteries, full-fronted 33-seater Burlington 7 ft. 6 in., owned by us since new, £850.

LEYLAND PS2, 9.6 diesel, 1950, guaranteed in first-class condition throughout, full-fronted 35-seater Burlington, any trial or examination, £750.

ALL these vehicles are in excellent condition and guaranteed mechanically, maintained regardless of possible use, have been in use this season and if not sold will be used next season. We are prepared to dispose of them to enable us to replace with new vehicles. Any vehicle taken in part-exchange, hire-purchase facilities.

### STOCKLAND GARAGE, LTD.

AUSTIN AND FORD STOCKISTS.

FORD TRADER 7-ton low-wheelbase drop-sided truck.

FORD 4D hydraulic tipper, 3.5-ton, ex new.

AUSTIN A152 van, small mileage, £395.

AUSTIN 2.3-ton Lutons, £40-£60.

### STOCKLAND GARAGE, LTD.

828-266

(Supplement)

## Used Passenger Vehicles (cont'd.)

### DON EVERALL, LTD.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

### PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD, COMMOR OR FORD CHASSIS AVAILABLE, BODIED BY DUPLÉ, HARRINGTON, PLAXTON OR BURLINGTON, TO YOUR INSTRUCTIONS.

1959 BEDFORD diesel 41-seater Burlington coaches, as new, available shortly, £3,350.

1958 COMMOR TS1 41-seater Duplo S.V. coaches, air brakes, £3,250.

1957 COMMOR TS1 41-seater Duplo S.V. coaches, 4-speed and overdrive box, £2,800.

1955 COMMOR TS1 41-seater Plaxton coach, 2-speed axle, new engine, £3,350.

1955 DAIMLER Freeliner, 41-seater Duplo Britannia coach, new engine fitted, £750.

1954 A.E.C. Reliance 41-seater Burlington Seagull coaches, new engines recently fitted, as our choice of two, certified 1964, £2,700.

1954 GUY Arab light-weight, 60LW underfloor engines, 41-seater Burlington Seagull coaches, as our own fleet, £2,300.

1953 A.E.C. Mk. IV 41-seater Yeates coach, certified 1963, £2,150.

1953 LEYLAND Royal Tiger 41-seater Burlington Seagull coach, certified 1963, £2,000.

1952 DAIMLER Freeliner 43-seater Metakraft coach, choice of two, certified 1962, £1,700.

1951 FODEN 6LW rear-engine 41-seater Bellhouse Hartwell coach, certified 1961, £1,350.

1951 LEYLAND PS1 37-seater Burlington coach, certified 1961, £1,100.

1950 COMMOR Avenger petrol 33-seater Plaxton coach, courier seat, heaters, etc., being reconditioned.

1950 DENNIS 6-cylinder diesel 35-seater Whitson coach, certified 1960, £550.

1950 MAUDSLAY 7.7 33-seater Duplo coach, certified 1962, £550.

### 50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£400, OR AVAILABLE FOR

### HIRE

FOR SHORT OR LONG PERIODS.  
PHONE, WOLVERHAMPTON 23212.  
NIGHTS AND WEEK-ENDS 32347 AND 22293.

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828-140

E. J. BAKER AND CO. (DORKING), LTD.

COACH SHOWROOMS AND SERVICE STATION,  
FARNHAM TRADING ESTATE,  
FARNHAM, SURREY.

Phone, Farnham 4626-7 8 a.m. to 6 p.m.  
After 6 p.m., Farnham 4481.

NEW BEDFORD Duplo, Plaxton, Burlington 41-seater coaches, 1960 models. Delivery of these vehicles is available now. Choice of petrol and diesel engines. Finished to choice. Demonstrations of either available a. your premises by request. We invite your inquiry.

1955 BEDFORD 58, fitted 33-seater Gurney-Nutting body, clean interior, clean vehicle, £950.

1951 Royal Tiger, fitted 41-seater Bellhouse-Hartwell body, lift-up roof, red interior, red exterior, certificate of fitness 1961, £1,750.

1951 BEDFORD, Thurgood 37-seater bodywork, red exterior, very clean, low mileage, £1,400.

1949 BEDFORD Vista, dual blue, high-backed seats, very clean, £550.

1952 SEDDON, Ps, fitted 29-seater full-fronted Gurney-Nutting body, very clean, certificate of fitness 1962, £450.

1950 COMMOR Avenger, 33-seaters, from £325.

1939 DAIMLER double-decker buses, fitted 9LW Gardner engines, certificates of fitness 1961, choice of two, £1,75 each.

1950 LEYLAND Comet, Bellhouse-Hartwell body, 33-seater, Perspex canopy, £550.

1959 BEDFORD 11-seater Martin Walter PSV, red interior, certificate of fitness 1966, chrome bumpers and wheel discs, 6,000 miles only, £695.

1957 BEDFORD Vega 41-seater, red interior, cream-maroon exterior, used only seasonal, £2,900.

1950 DAIMLER, full-fronted Duplo body, 35-seater, high-backed seating, heater, immaculate vehicle, red interior, grey-red exterior, £975.

A.E.C. fitted new 35-seater Duplo bodies, certificates of fitness December, 1960, £325.

1947 DAIMLER, Duplo and Plaxton bodies; red interiors, grey and maroon exteriors, certificates of fitness 1961-63, £475 each.

SELECTION of diesel-engined coaches for contract work, from £125.

INEXPENSIVE BEDFORD Vistas for mobile shops, etc.

WE will be having a good selection of 36-, 38- and 41-seaters coming into stock. Your inquiries are welcomed.

828-40

1953 LEYLAND Royal Tiger 41-seater, Leyland all-metal luxury coach body, air brakes, £2,250.

1957 BEDFORD 41-seater Duplo Super Vega, £2,750.

1954 BEDFORD 38-seater Duplo Super Vega, 8 ft., £1,950.

1952 BEDFORD 33-seater Duplo Super Vega, 7 ft. 6 in., quarter lights, heaters, £1,375.

1950 BEDFORD 29-seater Duplo Vista, high-backed seats, certificate of fitness three years, £525.

1950 COMMOR 33-seater, Strachan full-front body, 7 ft. 6 in., high-backed seats, £695.

CONWAY HUNT, LTD., Brox Rd., Otterham, Phone, Otterham 461.

828-379

A51

**Used Passenger Vehicles (contd.)**

**COMBERHILL GARAGES, LTD.**  
INGS ROAD, WAKEFIELD.

NEW 1960 model luxury coaches now available for inspection and demonstration.  
NEW BEDFORD SBI diesel 41-seater Plaxton Consort, full luxury, Triplex quarter lights.  
NEW BEDFORD SBI petrol 41-seater Plaxton Consort, full luxury, Triplex quarter lights.  
NEW BEDFORD SBI, diesel, 41-seater Plaxton Consort, standard coachwork, heater, radio.  
NEW FORD Trader, diesel, 41-seater Plaxton Consort, full luxury, Triplex quarter lights.  
NEW BEDFORD SBI diesel 41-seater Harrington Crusader, full luxury, available October.  
NEW demonstrator ATKINSON L644 (Gardner 4LW) 37-seater Plaxton Highway omnibus, 15% below list.  
1957 COMMERCIAL TS3 (Rootes diesel) 41-seater Plaxton Consort, heater, radio, choice three.  
1957 COMMERCIAL TS3 (Rootes diesel) 41-seater Duple Super Vega, heater, radio, choice two.  
1956 COMMERCIAL TS3 (Rootes diesel) 41-seater Duple Super Vega, heater, radio, choice two.  
1956 BEDFORD SB petrol 41-seater Plaxton, Triplex quarter lights, heater, radio, choice two.  
1955 BEDFORD (Perkins R6 diesel) 38-seater Duple, cream-green, heater, radio.  
1955 COMMERCIAL TS3 2-stroke diesel 39-seater Plaxton Ventura; choice of four certified 1965.  
1953 BEDFORD SB petrol 35-seater Duple Vega, heater, radio, certified 1963.  
1952 BEDFORD Vega 33-seater Duple, heater, radio, certified 2.12.61, cream-green.  
CHOICE of several low-priced Bedford, Leyland, A.E.C. and similar coaches/omnibuses for sale at clearance prices.

**HIRE-PURCHASE FACILITIES.**

**COMBERHILL GARAGES, LTD.**  
Phone, Wakefield 6771 (10 lines). 828-511

**BIRMINGHAM COACH SALES, LTD.**  
44 INGE STREET (NEXT TO HIPPODROME),  
BIRMINGHAM, 5.  
Phone, Midland 4968.

ANY make of chassis supplied with bodies to customers' requirements.  
WE are now in a position to supply all new models with early delivery.  
INQUIRIES are welcome and will be dealt with promptly.  
WE also have a selection of well-maintained used coaches which are available for your inspection now, a few of which are listed below.  
TWO 1956 COMMERCIALS with Duple bodies, 41-seaters.  
1955 COMMERCIAL, due to be recertified, fitted with new unit, reconditioned right throughout with new certificate.  
1959 BEDFORD diesel, fitted with 41-seater Leyland luxury coach body, heaters, etc., low mileage, used only on private hire, certificate of fitness 1966; choice of two.  
1949 AUSTIN, 30-seater Plaxton body, certificate of fitness 1962.  
1958 LEYLAND Cub, fitted with 41-seater Duple body, heaters and radio, approximately 20,000 miles, condition as new, certificate of fitness 1965.  
1953 BEDFORD Duple 37-seater, petrol.  
1953 BEDFORD Duple, petrol, 37 seats, certificate of fitness 1962.  
AFTER the end of October we shall have a large supply of Bedford petrols, Bedford diesels and Leyland Comet diesels, fitted with Duple, Burlingham and Plaxton bodies. Please watch this advertisement.  
WE specialize in part-exchange with the easiest of hire-purchase terms.

**BIRMINGHAM COACH SALES, LTD.**  
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Phone, Midland 4968.

BUSINESS HOURS: WEEKDAYS 9 TO 5.30 P.M.,  
SATURDAYS 9 TO 12. 828-141

**MILLBURN MOTORS (PRESTON), LTD.**  
WALMER BRIDGE,  
LONDON, PRESTON.

Phone, Longton, Lancs. 3255-6.  
PASSENGER VEHICLE SPECIALISTS.

**IMMEDIATE AND EARLY DELIVERY.**

NEW LEYLAND Tiger Cub, Duple Donington 41-seater front-entrance de luxe saloon.  
NEW Thames 6-cylinder diesel chassis with Duple, Harrington or Plaxton super-luxury 41-seater coachwork.

THE ABOVE ON VIEW AT OUR MONTHLY MOTOR AUCTION SALE, NOVEMBER 5.

SEE OUR ADVERT. UNDER AUCTION SALES MANY LATE MODELS BUSES AND COACHES. ALWAYS AVAILABLE.

**MILLBURN MOTORS (PRESTON), LTD.**  
WALMER BRIDGE,  
LONDON, PRESTON.

Phone, Longton, Lancs. 3255-6. 828-61

1956 BEDFORD Super Vega, 41 seats, certificate of fitness January, 1961, £2,100.  
1949 A.E.C. Mk. 3, preselect, new Yeates Riviera, 35 seats, fitted 1953, certificate of fitness April 1963, quarter lights, tub. racks, £1,050. Both fitted radio, heaters, used towns only.

HOWELLS AND WITHERS, LTD., New Garage, Pontlanfraith, Mon. Phone, Blackwood 2271 and Ynyddu 24. 828-292

**Used Passenger Vehicles (contd.)**

**BIRD'S COMMERCIAL MOTORS, LTD.**  
BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.  
PHONE 3222-3-4 AND 2136.  
GRAMS, "QUICKSALE."

**USED PASSENGER VEHICLES.**

NINE LEYLAND double-decker buses, fitted with O600 Leyland diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificate of fitness.  
FIVE DAIMLER double-decker buses, year of registration 1945, certificate of fitness to 1961, very good condition.  
SIX DAIMLER single-deck buses, fitted with 6LW Gardner engines, immaculate condition, current certificates of fitness.

**FURTHER PARTICULARS**

AND  
PRICES ON APPLICATION. 828-114

**LES GLEAVE, LTD.**

FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Smallwood 225, 226.

NEW coaches available on Bedford, Commer, Ford, Albion and Leyland chassis, with bodies by Burlingham, Duple, Harrington or Plaxton.

1957 BEDFORD Duple, petrol, 41-seater, radio, heater, power steering.  
1956 BEDFORD Plaxton 41-seater.  
1956 BEDFORD Duple 41-seater.  
1956 COMMERCIAL TS3 Duple 41-seater.  
1955 COMMERCIAL TS3 Plaxton 41-seater.  
1955 BEDFORD Plaxton 38-seater.  
1952 FODEN Gardner 41-seater.  
1952 DAIMLER, underfloor engine, 43-seater.  
1952 BEDFORD, petrol, Plaxton 37-seater.  
1952 A.E.C. Mk. IV Burlingham Seagull.  
1952 BEDFORD 33-seater Duple.

VARIOUS 1949 and 1950 petrol and diesel coaches, all available at clearance prices.  
WE are now taking orders for the coming season, Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer good hire-purchase terms on new and second-hand machines.

**LES GLEAVE, LTD.**

FOURWAYS GARAGE,  
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Smallwood 225, 226. 828-250

FLEET of 17 motor coaches for disposal. This sale must be completed within the next 14 days. Further details from Citroen and Partners. Phone, Hyde Park 2381.

**BARNARD AND BARNARD, LTD.**

COMMERCIAL FORD DEALERS,  
THE PASSENGER VEHICLE SPECIALISTS.

1959 BEDFORD Super Vega, choice of six, 41-seaters, full-luxury body, fitted with radio intercom, heater, extra luggage lockers, as new, certified 1966.  
1957 BEDFORD, Plaxton 41-seater full-luxury body, radio, heater, Formica panels, many extras; choice of three.  
1956 BEDFORD, Seagull 36-seater full-luxury Burlingham body, fitted with heater, in excellent condition, certified 1961.  
1955 COMMERCIAL TS3 Duple 41-seater, lift-up roof lights, finished in red and cream, heater and radio, certified.  
1955 BEDFORD Vega 36-seater, Perspex quarters, roof lights, tubular racks, cream and red, radio and heater, certified.  
1954 BEDFORD Vega 38-seater, full-luxury Duple body, fitted with radio, heater, in excellent condition throughout, certified 1964.  
1953 BEDFORD Plaxton 37-seater, full-luxury body, fitted with heater and radio, Perspex quarters, tubular racks, in good, clean condition throughout, certified 1963.  
1953 BEDFORD Seagull 36-seater full-luxury Burlingham body, fitted with heater, roof lights, certified 1963.  
1953 BEDFORD Super Vega, 38-seater, full-luxury Duple body, fitted with heater, in good clean condition throughout, certified 1963.  
1952 LEYLAND Royal Tiger 41-seater, full-luxury Duple body, fitted with heater, Perspex quarters, tubular racks, certified 1962, choice of two.  
1950 LEYLAND PS1 full-front 33-seater, full-luxury Burlingham body, fitted with heater, certified 1960.  
1950 COMMERCIAL Avenger 33-seater luxury all-weather body heater, fixed roof, clean condition, certified 1960, choice of three.  
SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

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YOUR FORD AGENTS.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,  
LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 330. 828-357

**Used Passenger Vehicles (contd.)**

**PERCY D. SLEEMAN, LTD.**  
LONDON COMMERCIAL DEALERS.

COMMER Rootes diesel mounted Duple, Plaxton, Harrington 41-seater coach bodies, finished to instruction.  
A.E.C. Reliance, mounted Duple, Plaxton, Harrington 41-seater coach bodies, finished to instruction.  
1955 A.E.C. Reliance, Strachan alloy body, 41 seats, certificate of fitness.  
1951 BEDFORD petrol, Duple, 35 seats.  
1953 BEDFORD 37-seater Duple, certificate of fitness 1963, very clean.  
1952 A.E.C. Mk. IV 41-seater Burlingham, certificate of fitness 1962, well tyred, excellent condition.  
1951 LEYLAND Royal Tiger 41-seater, Strachan body, certificate of fitness 1961, air brakes, well tyred, good condition, mechanically and coachwork.  
1948 A.E.C. 7.7 35-seater Weymann body, ideal for contract work.  
AVAILABLE shortly, COMMERCIAL TS3 for demonstration in any part of the country.  
PART-EXCHANGES and hire-purchase to suit your requirements.

**38 UXBRIDGE ROAD,**

EALING, W.S.

PHONE, EALING 7987.

After hours, Western 1321. 828-525

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LOUGHBOROUGH 4321.

THE COACH SPECIALISTS.

JUST A FEW OF OUR TOP QUALITY USED COACHES.

1958 BEDFORD Plaxton 41-seaters. Choice of three, in excellent condition.  
1958 BEDFORD Duple Super Vegas 41-seaters. Choice of four in really immaculate condition, available end of October.  
1956 A.E.C. RELIANCE Plaxton 41-seater luxury coach.  
1956 A.E.C. RELIANCE Europa 41-seater luxury coach.  
ALSO available. A fine selection of all types of A coaches including Bedford, Vegas and Vistas, diesel coaches and buses.  
W. S. YEATES, LTD., are proud to offer the most comprehensive service to coach operators with representative for all areas. Derby Rd., Loughborough, Leicestershire. 828-39

**ERRINGTONS OF EVINGTON, LTD.**

NEW BEDFORD (diesel and petrol) with Duple, Plaxton and Harrington coachwork, finished to requirements, early delivery.  
1955 BEDFORD (diesel), Yeates Riviera 36-seater luxury body, all extras.  
1951 LEYLAND Royal Tiger, Burlingham Seagull 39-seater, engine reconditioned, new tyres, certified 1961, £1,500.  
1953 BEDFORD Plaxton 37-seater and courier, excellent condition, £1,650.  
1950 LEYLAND PS2 Burlingham 33-seater coach, one owner, excellent condition, £700.

**PART-EXCHANGE, HIRE-PURCHASE.**

**EVINGTON, LEICESTER.**

Phone 38102-3. 828-275

**SUPREME COACHES, LTD.**

41 LONDON ROAD,  
HADLEIGH, ESSEX.

**END OF SEASON SALE.**

1949 BEDFORD Duple 29-seater, £450.  
1951 MAUDSLAY Seagull 35-seater, £1,350.  
1953 BEDFORD Riviera 35-seater, £1,600.  
1954 BEDFORD Riviera 36-seater, £2,050.  
1957 BEDFORD Seagull 41-seater, £2,850.  
1959 BEDFORD Europa 41-seater, £3,350.

ALL vehicles are taxed to December, 1959, and are in very nice condition. Please write for full details of any vehicle in which you might be interested. 828-78

**V. COLEMAN,**

166 MAIN ROAD,  
SUNDRIDGE, KENT.  
Brasted 291.

1954 BEDFORD 36-seater Super Vega, one owner, certificate of fitness 1964.  
1951 BEDFORD 33-seater Vega, one owner, certificate of fitness 1961.  
1950 -46 BEDFORD 29-seater Vistas, current certificate of fitness; choice of six.  
1952 COMMERCIAL 14-seater, Carrier Reading full luxury coachwork, certificate of fitness 1962.  
1950 DENNIS 33-seater Duple, just being recertified.  
1951 AUSTIN 32-seater Mann Egerton, certificate of fitness 1961, excellent condition.  
1952 BEDFORD 38-seater Gurney-Nuttings, one owner, certificate of fitness 1962.  
SEVERAL coaches, suitable for travelling shops, £400 upwards. 828-346



## Used Passenger Vehicles (contd.)

### NORTHS

#### OFFER:-

**A.E.C.** 1946, Mark II 56-seater, M.C.W. all-metal bodies, 7.7 engines, certificates of fitness, excellent condition, good value at £175 each.  
**LEYLAND ID7**, fitted low-bridge E.C.W. in 1950, very clean, certificates of fitness, £175 each.  
**LEYLAND P51**, 1947, front and rear entrance 32-seaters, certificates of fitness, £325 each.  
**GUY** 1949 38-seater service buses, 5LW Gardner engines, excellent condition, from £175 each.  
**BRISTOLS**, Daimlers, Dennis, single- and double-deckers  
 LARGE quantities available.

#### TERMS AND EXCHANGES.

### NORTHS

POINTEFRAC ROAD, STOURTON, LEEDS, 10.  
 Phone, Rothwell 3157 and 3155. 828-224

**1951 LEYLAND P51** 37-seater plus courier, Plaxton body, certificate of fitness 1961, £650; 29-seater Bedford taken in part-exchange. 124 Coronation St., Blackpool. Phone 26608; 25401 after 6 p.m. 828-436  
**1946 A.E.C.** MCW Highbridge decker, certificate of fitness four years, price £550.  
**1959 BEDFORD** Utilabus, certificate of fitness 1966, as new, price £620.  
 ANY vehicle considered for part-exchange.  
**TIGER COACHES**, Dewshill Garage, Salsburgh. Phone, Salsburgh 242. 828-273

#### DUE TO SHORTAGE OF GARAGING

### RENTONS LUXURY COACHES

#### OFFER:-

**1954 BEDFORD** (petrol), 36-seater Yeates luxury body, radio, heater, excellent condition.  
**1954 BEDFORD**, 36-seater luxury Plaxton body, radio, heater, Perkins R6 engine fitted 1958, and on extended tours only, immaculate.  
**1951 LEYLAND P52**, 39-seater luxury Plaxton Envoy 1951 8-ft. body, complete, new interior fitted and reoilcused 1959, appearance like new.  
 OFFERS invited for the above vehicles. Any inspection. Apply 322 Manchester Rd., Hollinwood, Oldham, Lancs. Phone, Falsworth 1435. 828-218

**1949 DAIMLER** full-fronted coach, CVD6 engine, 33 seats, certificate of fitness 1963, one owner, immaculate condition, tyres excellent, £750.  
**1948 DAIMLER**, CVD6, 32 seats, Plaxton body, one owner, certificate of fitness 1961, excellent tyres, £650.  
**1950 COMMER** Avenger, good condition, 33 seats and courier seat, full-fronted, new timing gear and valves, £450.  
**1949 AUSTIN** full-front, 26 seats, immaculate condition, good tyres, certificate of fitness 1961, £115.  
**PHONE**, Smiths Coaches, Corby Glen 285, Grantham, Lincs. 828-365

### J. W. FIELDSSEND, L.TD.

**1958 BEDFORD** petrol 41-seater Plaxton, heater and radio; choice of three.  
**1953 CROSSLEY** 37-seater, full-front Churchill body.  
**CROSS LANE**, Salford. Phone, Pendleton 5331. 828-252

**1959 BEDFORD** 41-seater Plaxton, 300 oil engine, mileage 16,000. £3,500 o.n.o.  
**1951 A.E.C.** Mk IV 41-seater Burlingham, reconditioned throughout, £1,900 o.n.o.  
**1950 MAUDSLAY A.E.C.** Mk IV 41-seater Burlingham, £1,850 o.n.o.  
**1950 LEYLAND P52** 35-seater full-front Burlingham, in first-class condition, £900 o.n.o.  
**1950 33-seater** body on T58 LEYLAND, just reconditioned, £250 o.n.o.  
**H.P.** Arranged on any of the above machines. • Johnson's Coaches, 53 Milnrow Rd., Shaw, Lancashire. Phone, Shaw 7253. 828-7890  
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**1957 June**, Bedford 29-seater Plaxton, heaters and radio and extras; 1955 (April) Leyland Comet 36-seater Duple, heaters and radio and extras. Both these vehicles in immaculate condition. Warburton Bros. (Bury), Ltd., Market St., Tottington, Bury. Phone, Tottington 62. 829-2508

**1959 BEDFORD** SBI, 41-seater Duple luxury bodies, oyster seats, head covers, heaters, rear wheel discs, Eaton axles, twin fog lamps, sliding windows, certificate of fitness 1966, choice of four, £3,400.  
**1959 BEDFORD** SBI, 41-seater Burlingham Seagull luxury body, oyster seats, sliding windows, twin fog lamps, certificate of fitness 1966, £3,300.  
**1958 LEYLAND** Cuba, 41-seaters, Duple Donnington luxury bodies, oyster seats, head covers, heaters, twin fog lamps, sliding windows, front entrance, certificates of fitness 1965, choice of two, £4,250.  
**1958 A.E.C.** Reliance, 41-seater Plaxton luxury bodies, oyster seats, heaters, twin fog lamps, sliding windows, front entrance, certificates of fitness 1965, choice of two, £4,250.  
**1956 LEYLAND** Cub, 41-seater Duple demonstration luxury body, front entrance, Eaton axles, twin fog lamps, sliding windows, certificate of fitness 1963, £3,400.

THE above coaches are in first-class condition throughout and we invite any inspection or test.  
 HIRE-PURCHASE terms can be arranged.  
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## Used Passenger Vehicles (contd.)

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#### MOORLANDS.

WELWYN GARDEN CITY, HERTS.  
 Phone, W.G. 5485.

BEDFORD MAIN DEALERS. NEW BEDFORDS WITH COACHWORK TO CHOICE.

**1951 BEDFORD** Vega, cream and brown with autumn interior, certificate of fitness 1961, fitted heater, good condition throughout, £1,350.  
**1948 BEDFORD** Plaxton 30-seater, maroon with maroon high-back seats, £650.  
**1948 31 BEDFORD** Vistas from £175.  
 PART-EXCHANGES welcomed. Hire-purchase arranged. 828-334

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COACHES, obsolete and all type vehicles bought, large and small quantities wanted for cash. All inquiries to: Lincoln Stott, Vehicle Diamantier, Valley Rd., Bradford, Yorks. Phone, Bradford 32221. 822-644

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### ARLINGTON MOTOR CO. L.TD.

#### HIGH ROAD.

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Phone, Howard 1266.

Reliance chassis, vacuum or air brakes.

DUPLE, PLAXTON OR HARRINGTON COACHWORK.

TO 1960 DESIGNS.

EARLY DELIVERY.

FINISHED TO INSTRUCTIONS. 828-197

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ARE now taking orders for 1960 BEDFORD 29- to 41-seater capacity luxury coaches, fitted with petrol or diesel engines.  
 PART-EXCHANGES and H.P. terms arranged to your satisfaction. 822-0674

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PETROL AND DIESEL CHASSIS WITH DUPLE, PLAXTON OR HARRINGTON COACHWORK.

TO 1960 DESIGNS.

EARLY DELIVERY.

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(Supplement)

## New Passenger Vehicles (contd.)

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COACHWORK BUILT TO YOUR OWN SPECIFICATION. EXCHANGES ARRANGED.

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#### COMMERCIAL FORD DEALERS.

#### THE PASSENGER VEHICLE SPECIALISTS.

NEW FORD THAMES 41-SEATER CAN BE SUPPLIED WITH DUPLE OR PLAXTON BODIES, OR TO CUSTOMER'S REQUIREMENTS.

We shall be pleased to arrange a demonstration anywhere without obligation.

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#### YOUR FORD AGENT.

310-326 SYDENHAM ROAD,

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SYDENHAM 2224-5-6.

AFTER HOURS, BIGGIN HILL 330.

828-399

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**THAMES** 41-seater diesel coach, new for early delivery, Duple body. Demonstration available.

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828-199

### VOLKSWAGEN

**EUROPEAN CARS, LTD.**, distributors for London and Western districts. Early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fire 7722. 828-524

### UNCLASSIFIED

**COMMER**, Rootes diesel, Duple, Plaxton and Harrington bodies, early delivery, finished to instructions.

**A.E.C.** Reliance, as above.

**PERCY D. SLEEMAN, L.TD.**, London **COMMER** dealers, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987.

After hours, Western 1331. 828-524

A53



## MISCELLANEOUS VEHICLES FOR SALE AND WANTED

### AMBULANCES

**BEDFORD**, Morris and Albion, large and small models, £125 to £595. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 828-72

### ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

**CARRIMORE** close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution.  
**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 222-708

**SCAMMELL** 25-ton artic. tractor unit for sale, Gardner 6LW oil engine, E22 metallic tyres, Scammell 12-ton 6-wheeler with 20-ft. platform and 6LW engine also for disposal. For further details of these vehicles phone Gladstone 9871. 829-7569

ORDER your new BEDFORD tractors now.

AVAILABLE from stock—

10-TON 351-cu.-in. BEDFORD diesel.

SCAMMELL Scarab and trailers for favourable delivery.

INQUIRIES TO—

**E. J. BAKER AND CO. (DORKING), LTD.**

DORKING 3822, EXT. 19. 828-372

### CAPITAL MOTOR CO., LTD.

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

**NEW SCAMMELL** 12-ton 25-ft. flat-platform trailer for early delivery.

**NEW SCAMMELL** 3- and 6-ton Scarabs, petrol or diesel, early delivery.

**NEW SCAMMELL** trailers from 6 tons to 8 tons always available.

**SCAMMELL** 18-ft. boxvan trailer, in good condition, £325.

**SELECTION** of 3-ton Scarabs, 1950-1956, in good condition.

**REMINGTON ST.**, City Rd., N.1. (Near Angel). 828-325

**1955** 12-ton bulk grain transporter-container, incorporating Conveyor (Readybuilt), Ltd., 5-in. Star discharger, conveyor 22 ft. long, complete with petrol motor and incorporating a 5-in. elevator conveyor, for the sum of £750.

**J. H. SPARSHATT AND SONS, LTD.**, London Rd., J. Hilsa, Portsmouth. Phone, Portsmouth 60361. 828-421

**FIVE TASKER** semi-low-loaders, 28 ft., 22 ft. in. well; three Brookhouse timber carriers, one Tasker timber carrier, 6-ton Scammell semi-low-loader, must be sold. Butler, The Lido, Midleton Rd., Banbury. 828-x511

**ALWAYS** a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 828-216

**M.H.** disposal as from November 1. Union Cartage Co., 4 Black Prince Rd., S.E.11. Reliance 2180. 828-95

### Articulated Vehicles Wanted

**ARTICULATED** semi-trailer with furniture-van body, having a minimum of 1,500-cu.-ft. capacity. Carrimore coupling preferred. Details to Bevan Funnell, Ltd., North Rd., Brighton, 1. 828-464

### BREAKDOWN VEHICLES

**AMERICAN** 4-wheel drive Chevrolet on heavy duty twin tyres, power winch, also fitted with as-new Harvey Frost heavy duty twin lift crane, real bargain, £325; also (ex-fire tender) Bedford QL 4-wheel drive, with very smart streamlined body, would make very smart breakdown vehicle, £125 to clear, owing to closing down breakdown department. Contact Trinity St. Garage, Phone 22594, Sheffield, or night, Kiveton 476. 828-2

**EX-W.D.** Bedford OL petrol, fitted 5-ton twin jib, winch and full equipment, perfect order, £675. Box CM271, care of "The Commercial Motor." 828-244

### Breakdown Vehicles Wanted

**WANTED**, 4 by 4 diesel with heavy winch, with or without Matador might suit. Selwood, Chandler's Ford, Hants. Phone 2275. 829-7897

### CATTLE CONVEYORS AND HORSEBOXES

**1956** BEDFORD 5-ton Model A5L cattle truck, petrol engine, good tyres, no reasonable offer refused. Central Garage, Bletchley, Bucks. Phone 2777. 829-7891

**BEDFORD** square-front 5-ton cattle truck, fitted machine milker for Show work, privately owned, offers: Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 829-7923

### ELECTRIC VEHICLES—WANTED

**MORRISON, N.C.B.** or Brush electric vehicle required, 10-cwt. or 20-cwt. model. State full details. Box CM2813, care of "The Commercial Motor." 829-7912

454

### Miscellaneous Vehicles (contd.)

#### ESTATE CARS AND UTILITIES

**1956** STANDARD VANGUARD Countryman choice of two, immaculate condition, from £545. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 828-411

#### EX-W.D. VEHICLES

**AUSTIN** and Bedford 4 by 2 and 4 by 4 3-ton vehicles, in first-class condition available. Specification and photographs available on request. Overseas inquiries invited.

**G. MORGAN AND SON**, Waltham Chase, Southampton. Phone, Bishop's, Waltham 133. Cables, "Morganspare, Southampton." 222-928

**C. M. SWORDER (MOTORS)** for ex-W.D. trucks and C. spares, including Chevrolet, Ford, Dodge, Studebaker, London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 222-773

GENTLEMEN WORTH KNOWING.

**CUNDEY AND STEWART, LTD.**

DEALERS AND DISMANTLERS OF

**EX-W.D. VEHICLES ONLY.**

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES. SPARES AND TYRES.

**ALFRETON, DERBYSHIRE.**

PHONE, LEABROOKS 477. 828-710

**SEVERAL** FORD WOT6 machinery trucks, unused since reconditioned in 1957, fitted sliding boom block and tackle and 24 kV. generator, etc. Jacquier, Ltd., 229 Hammersmith Rd., W.6. Riv 6677. 828-333

**LOW-MILEAGE** BEDFORDS QL, unregistered, in good condition, £125 each. Also Bedford QL winch tractors at £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 828-422

### LUTON VANS AND PANTECHNICS

**LET** us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295; two-year guarantee.

**FRIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 222-730

**1951** (First registered) BEDFORD Model OY forward-control pantechnicon, useful vehicle, in fair order, no reasonable offer refused. Central Garage, Bletchley, Bucks. Phone 2777. 829-7892

**COMMER** 1952-3 2-3-ton diesel, 800-cu.-ft. Luton van, excellent body and 7.00 by 20 tyres, must sell, bargain, £325. View 7 Manor Rd., Wales, nr. Sheffield. Phone, Kiveton 476. 828-1

**ALWAYS** a good selection of pantechnicons and box-vans from 900-1,200 cu. ft. capacity. Guy, Vixen, Austin, Morris, etc. Contact the van specialists, Alma Garages (Bristol), Ltd., 103 Victoria St., Bristol, 1. Phone, Bristol 24411. 828-44

### MARSTON MOTOR CO., LTD.

OFFER FROM STOCK

**NEW LUTON VANS FOR IMMEDIATE DELIVERY.**

See our advertisement under Used Goods Vehicles—

—Austin and Used Goods Vehicles Unclassified.

### SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000. 828-278

**LUTON** 4-ton 4D Thames van, September, 1955, painted green, approximately 1,200 cu. ft. body, length behind cab 20 ft., body height 8 ft. 6 in., Luton depth 4 ft. 7 in., floor forming to well, £595.

**J. REYNOLDS (MOTORS), LTD.**, Ford House, W. New Rd., Dagenham, Essex. Dominion 6655. 828-80

### WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

**SEDDON** 7-ton chassis, 13-ft. 6-in. wheelbase, fitted Perkins P6, £1,680. 828-303

**LUTON** vans, BEDFORD, 1,950 cu. ft., £325; Austin 1,650 cu. ft., £225. Boushion Service 5103, Ltd., 1-5 Odessa Rd., E.7. Mar 1888. 828-329

**CHANDLERS MOTORS, LTD.**

**1955** FORD 2-ton standard van, in good condition, £195.

**1951** And 1952 BEDFORD 1200 pantechnicons, aluminium body, 3-seater cab, drop well, unladen weight 2 tons 18 cwt., first-class vehicle, choice of two, from £340.

**1951** BEDFORD 3-ton, 974 c.c., first-class vehicle, £265.

**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10. Phone, Ger 2033-4. 828-520

**1952** BEDFORD Luton chassis-cab, 17 ft. behind cab, one owner, £125. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 828-451

### Miscellaneous Vehicles (contd.)

**ARTICULATED** pantechnicon trailers, 1,500 cu. ft. capacity, in very good order, choice of three. Tractor units available if required.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 828-216

### MOBILE SHOPS, CANTEENS, ETC.

**KARRIER**, Morris, Albion, Bedford, Fordson mobile shops and canteens, also ice cream vans and mobile offices, £200 to £650. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 828-71

**HALF-CAB** and 29-seater coaches at low prices, suitable for conversion into shops.

**COACHES AND COMPONENTS, LTD.**, 469-473 C Holloway Rd., N.7. Archway 2647 (five lines). 828-467

**1949 MORRIS** Ambulance, £105 o.n.o.

**TWO MORRIS** 50-cwt. bread vans, £65, all suitable for conversion. 124 Coronation St., Blackpool. Phone 26608; 25401 after 6 p.m. 828-434

### Mobile Shops, Canteens, etc., Wanted

**WANTED** mobile shops, must be in good condition. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 828-74

### TANK WAGONS

**LARGE** stock of tanks and tankers, all types, for disposal. Bridge Motors, (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-799

**TANKERS**, 1,200 gal., 1949-52 Austin and Morris Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Phone, Uxbridge 8617. 828-51

**1957** COMMER T33, 6-wheel, 6 by 2 Boyes axle, 900 by 200 tyres, 2,000-gal. insulated tar tank and pump fitted, good condition throughout.

**GREEN BEAR CHEMICALS (BELFAST), LTD.**, 28 Ann St., Belfast. Phone 22750. 828-66

**1951** BEDFORD 1,500-gal. four-compartment.

**1953** BEDFORD-SCAMMELL artic, 2,900 gal.

**1953** FORD 1,500-gal. three-compartment.

**1946** MAUDSLAY 1,800-gal. four-compartment, with pump.

**1948** ALBION 3,000-gal. six-compartment.

**SEVERAL** vehicles and storage tanks from 1,500-gal. to 3,600-gal.

**900** GAL. Bowser trailers, as new, £165 each.

**H. F. A. DOLMAN, LTD.**, 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 828-463

**500** GAL. water or oil tanker, mounted on Bedford lorries. Six for disposal, in perfect condition.

**H. HAINSAULT RD.**, London, E.11. Ley 4383. 828-441

**1950** SCAMMELL artic. unit with 4,000-gal. tanker trailers, in very nice condition.

**1948** MAUDSLAY 2,000-gal. 4-compartment tanker, in very clean condition, late property of large petrol concern.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 828-201

### Tank Wagons Wanted

**STAINLESS-STEEL** tanks and tankers required. Box CM273, care of "The Commercial Motor." 222-792

### TIPPING LORRIES

**LARGE** quantity brand-new Anthony fixed-side tipping bodies, 5-yd., £32 each; 6-yd., £45 each. Also heavy-duty Garwood tipping rams only, brand new, £15 each. Auto Units (Ealing), Ltd. Ealing 5108. 222-748

**1953** A model BEDFORD, in first-class order all round, tyres 80% new, calibrated 5-yd. drop-sided wood body. J. Adams, 25 Haig Avenue, Chatham. Phone, Chatham 41548 during working hours. 828-x8346

**THREE** 6-cu.-yd. BEDFORD tippers, steel bodies, £79 each. Hounslow 3404. 828-x257

**WESTON** tipping gear.

**MAIN** agents, London, Home and Southern Counties. Full service facilities and large stock of replacement units and spares.

**QUOTATIONS** for complete rebuilds, including used bodies, 3 to 7 cu. yd. on all tipping-gear problems.

**SOUTHERN HYDRAULIC, LTD.**, 11 Victoria Crescen. S.W.19. Phone, Liberty 2497-8. 828-646

**1950** A.E.C. Mammoth Major, 9.6-litre engine, recently overhauled, double drive, air brakes, local automatic lubricating system, rebuilt as tipper February, 1959, and fitted 22-ft. drop-side body and Pirelli u/b gear.

**MARSHALLS (CAMBRIDGE), LTD.**

120 GOLDINGTON ROAD, BEDFORD. Phone, Bedford 68386. 829-798

**1956** Thames long-wheelbase 4D, 5-yd. tipper with completely new all-steel body and Edbro tipping gear, £600. L. F. Dove (CV), LTD., 98 Lower Addiscombe Rd., Croydon, Surrey. Addiscombe 1131. 828-155

**1956**, July, TS3 long-wheelbase alloy-body under ram upper, £625; 1956, July, TS3 short-wheelbase tipper, £575. 373 East Bank Rd., Sheffield. Phone 29139, 396241. 828-561

### Miscellaneous

**1958** THOMAS

**1951** FORD

**1956** BE

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## Miscellaneous Vehicles (contd.)

**1958** Thames Trader 6-cyl. tipper, steel body, very good runner, good tyres, etc. £725.  
**1951** FODEN 8-wheel tipper, steel body, 6LW engine, double drive, 5-speed box, in excellent running order, any trial. £850.  
**1956** B.M.C. diesel tipper, 2-speed axle, power steering, in really good order. £650.  
**1956** BEDFORD diesel 6-tyr tipper, alloy body, in very good order. £550.  
**1957** FODEN 8-wheeled tipper, double-ram hoist, double drive with exceptionally good appearance and condition almost as new, 12-speed model with heater and many extras.  
**A** and exchanges.  
**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 828-202

**MAUDSLAY** 1948, short wheelbase, 8-cu.-yd., Gardner 6LW diesel-engined tipper, good running condition, very reliable heavy site work, £195. W.E.M. Motors (Wimbleton), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 1480-4568. Evenings, Cherrywood 4322.

**TWO** LEYLAND tippers, 8-wheelers, 1954 and 1956. **H. SHORT, LTD.**, Newthorpe, Notts. Kimberley 2391. 828-127

**1955** Thames P6 steel-bodied tippers. £165.  
**DESBOURGH PARK AUTOS.** High Wycombe 3113. 828-514

## L. A. MITCHELL (MOTORS), LTD. DODGE DISTRIBUTORS. PERKINS DIESEL SIGNHOLDERS.

**NEW** DODGE 7-ton forward-control diesel tipper, Leyland engine, 18-500 Eaton 2-speed rear axle. Tole-levelling tipper gear and steel body, immediate delivery.  
**1948** 3-ton BEDFORD chassis and cab, exceptionally clean, £100.  
**1** BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 828-89

**COACHES AND COMPONENTS, LTD.**, Bedford Main Dealers, 92-94 Stamford Hill, N.16. Stamford Hill 544.

**TWO** brand-new 7-ton short-wheelbase BEDFORD-LEYLAND 7-cu.-yd. Anthony hoist tippers, available in approximately 14 days. 828-472

**DENNIS** hydraulic tippers, not used since complete overhaul by M.O.S., £135. Longmans Garage, Craven Rd. Ealing 5525. 828-510

## Tipping Lorries Wanted

**T**IPPERS wanted, Dodge, all models, 1955 onwards, low mileage, Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271. 828-689

## TRACTORS

**F**EDERAL tractor complete with winch, reconditioned 6-cylinder Cummins diesel engine, price £450. 18-ton trailer, 16-36 by 8 wheels and tyres, price £400.  
**A**PLY Essexbridge, Ltd., Arterial Rd., Rayleigh. Phone, Rayleigh 937-8. 828-7562

**1947** BEDFORD, diesel, Scammell unit, £150.  
**1948** BEDFORD-SCAMMELL unit, £50.  
**1950** 3-ton SCAMMELL Scarab unit, £100.  
**1951** 6-ton SCAMMELL Scarab unit, £125.  
**1954** 10-ton BEDFORD-SCAMMELL diesel unit.  
**P**IRBRIGHT GARAGE, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 828-449

**BAKER STREET TRADING CO., LTD.**, 53 Brompton Rd., S.W.3. Kensington 0026. 828-912

**J. CHARLTON**, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 828-449

**QUANTITY** one A.E.C. rear axle complete, new, £150.  
**G**RAHAM ENGINEERING CO., LTD., 1112 Harrow Rd., London, N.W.10. Ladbroke 6983. 828-798

**CHARLES COPPOCK, LTD.** Engines and spares. Elm Grove, Cross St., Sale. Phone, Sale 5633. 828-438

**ALBION** 8-10-ton tractor unit, straight frame, wrap-around screen, £375. East 1132. 828-318

## Miscellaneous Vehicles (contd.)

### TRAILERS

**C**ARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.  
**C**ARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 828-707

**D**YSON super trailers and semi-trailers.  
**T**HE best of haul investments.  
**R. A. DYSON AND CO., LTD.** 76-80 Grafton St., Liverpool, 18. Phone, Royal 8454. Grams, 828-490

**15-TON** low-loading semi-trailers, 25 ft. by 8 ft., loading platform, two rear axles, 10.00 by 15 tyres, compressed-air brakes, £340 each.  
**L. W. VASS, LTD.**, Amphil, Bedford. Amphil 3255. 828-696

**OVER** 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform, pantechonics and special types.  
**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 828-824

**J. CHARLTON**, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 828-449

**SCAMMELL** trailers, 3-ton, 6-ton, 8-ton. 828-654

## TASKERS TRAILERS AND SEMI-TRAILERS.

**F**OR every kind of load between 8 cwt. and 35 tons (or over).  
**S**UITSABLE for use with the great majority of prime movers; also for Land Rovers, vans and cars.  
**Q**D Straight-frame semi-trailers, and certain other types "off the peg."  
**C**OUPINGS: S.A.E./S.M.M.T.—Taskers "D-S" automatic—mechanical horse.  
**F**ULLY illustrated descriptive leaflets on request.

## TASKERS OF ANDOVER (1932), LTD.

**HEAD OFFICE AND WORKS: WATERLOO IRON WORKS, ANDOVER, HANTS.**  
Phone, Andover 2312. Telex 47-539.  
Grams, Taskers-Andover-Telex.  
London Office: 36 Victoria Street, S.W.1. Phone, Abbey 2202. 828-923

**Manchester Office:** 26 Corporation Street, Manchester, 4. Phone, Deansgate 6009. 828-923

**FLAT-PLATFORM** trailer, 20 ft. by 7 ft. 6 in., twin 29 by 8 tyres front and rear with spare wheel, all tyres as new. Norman Walker (Machinery), Ltd., Anlaby, Hull. 829-7877

**DYSON** Kid 4-wheel trailer, as new, done very little work, first £75.  
**J**OHNSON'S TRANSPORT, 53 Milnrow Rd., Shaw, Lancashire. Phone, Shaw 7253. 828-7889

**F**OR sale, 60-ton low-loading machinery carrier, 20-25-ton Tasker independent machinery carrier, 40-ton artic. Scammell tank transporter. Box CM2720, care of "The Commercial Motor." 828-807

**NEW** heavy-duty 25-ft. 10-11-ton semi-trailers, Scammell coupling, £495.  
**NEW** 12-14-ton semi-trailers, S.A.E. pin, £545.

**MERRIWORTH ENGINEERING, LTD.**, London R.9. Dartford, Kent. Dartford 2810, 5239. 828-679

**SCAMMELL** 3- and 6-ton trailers.  
**M**EADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Vic 4933. 828-32

## SPARE PARTS AND SUPPLIES

### A.E.C.

**USED** UNITS, Whitefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 828-956

**A.E.C.** All spares for Matador 4 x 4 and 6 x 6 trucks. Martindale, Chorley. Phone 3504. 828-991

**VERY** large stocks available A.E.C. spares, mains, con-rods, bearings, timing chains, cylinder and clutch liners, gears, etc. Phone or write.  
**BAKER STREET TRADING CO., LTD.**, 53 Brompton Rd., S.W.3. Kensington 0026. 828-912

**J. CHARLTON**, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 828-449

**QUANTITY** one A.E.C. rear axle complete, new, £150.  
**G**RAHAM ENGINEERING CO., LTD., 1112 Harrow Rd., London, N.W.10. Ladbroke 6983. 828-798

**CHARLES COPPOCK, LTD.** Engines and spares. Elm Grove, Cross St., Sale. Phone, Sale 5633. 828-438

**ALBION** USED UNITS, Whitefield, Burnley (phone 2262). SPARES BYN127, 473, CX550, 557, AZ5L, 553. 828-957

## FORD AND SLATER, LTD.

**GWENDOLEN ROAD, LEICESTER** 36117-9.

### ALBION SPARES.

**LARGE STORES FACILITIES AVAILABLE FOR ALBION USERS.** 828-432

## Spare Parts and Supplies (contd.)

**J. CHARLTON**, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 828-449

**SPARES** for most types available. 828-656

**ALBION** CX diff., outright sales, £40; shafts, £5. A cheque with orders to Crossroads Commercial, Ltd., Gildersme, near Leeds. Phone, Morley 4144. 828-181

**SECOND-HAND** spares for most models. C.V.S. Ltd., 1847. 828-487

### AUSTIN

**USED** UNITS, Whitefield, Burnley (phone 2262). For K2, 3, 4 models. 828-958

**R**ECONDITIONED engines, complete with accessories except carburettors for 6 by 4 and 4 by 2, £35 each; new cylinder blocks with pistons and bearings, £12 10s.; crankshafts, £3 10s.; pistons with rings, .030 and .060; 8s. gearboxes, £10; 6 by 4 auxiliary gearboxes, £12 10s.; rear-axle assemblies, £32. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 828-710

## J. GIBBS, LTD.

**AUSTIN DISTRIBUTORS.**  
**AUSTIN AND B.M.C. REPLACEMENT PARTS AND FACTORY REPLACEMENT UNITS.**  
**L**ONGBRIDGE HOUSE, BEDFORD, FELTHAM, MIDDLESEX.  
Feltham 6644 (five lines). 828-641

**WHOLESALE** stockists. Pryn and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. 828-907

## Miscellaneous Vehicles (contd.)

**EX-W.D.** office trailers, 15 ft., good tyres, new paint-work, £175 each; also Berkeley 22-ft. office trailer, £395. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 828-73

**24**-FT. Carrimore trailer, in very good condition, £175. Kerbey Motors, New Southend Arterial Rd., Hornchurch, Hornchurch 42776. 828-367

**L**OW-LOADERS. We have a number of very good low-loader trailers in stock of all types including 10-12-tonners up to 17 ft. in well, knockout axles; also 20-25-ton and 30-40-tonners, all at very reasonable prices.  
**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 828-215

**£315.** Eagle 10-12-ton low-loader trailer, 4-in-line, knockout axles, 14-ft. well, Scammell coupling, SCAMMELL trailers, from £80.

**COMMER** Hands 20-ft. semi-trailer.  
**255** WALTON LANE, Liverpool, 4. Aintree 1873. 828-260

**ONE** Queen Mary trailer, 60 ft. long, £55, as new. Ernest Thorpe and Co., Ltd., Thurgoland, near Sheffield. Phone, Stockbridge 2152. 828-219

**W**HALEBONE MOTORS, LTD. offer:  
**1946** SCAMMELL tractor unit, 40 by 8 tyre equipment, in very good condition with 40-50-ton artic. trailer, solid tyres, knockout axle, would accept £1,000 for complete outfit, 238-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 828-341

**25**-FT. 10-ton SCAMMELL boxvan trailer, alloy body, perfect condition.  
**20** 15-ft. late-type Scammell trailers, £75 each.

**23**-FT. 10-ton Scammell trailer.  
**25**-FT. 8-ton Scammell drop-frame trailer, 11-ft. 6-in. well, good condition. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 828-452

**Y**ORK tandem-axle semi-trailer, 17-ton model, 26-ft. platform, used only for limited demonstration.  
**A**RLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 828-533

## Trailers Wanted

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**F**ULL particulars on request and favourable hire-purchase terms available on the above businesses.

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Phone, Glossop 2902-3. AFTER HOURS 2356. 828-192

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**T**HE property is freehold, with approximately 100 yards main road frontage, central heating throughout, buildings consist of five separate sections, which are adequate for vehicle maintenance, garaging and storage of goods, adequate offices with central heating, ladies and gents toilets, inspection pit, stores facilities, underground petrol tank and overhead diesel fuel tank with flow meter. Ample room to house 100 vehicles. All main services laid on including 440-volt electric welding, telephone intercom system installed. The property is ideal for a North-Western Area transport and distribution depot. Inquiries Box CM287, care of "The Commercial Motor." 831-7906

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**W**ANTED, special A licences and ordinary A licences, or complete business, London, Liverpool or Glasgow areas, Box CM289, care of "The Commercial Motor." 828-156

**W**ANTED, haulage businesses with special A licences, ordinary A licences and B licences, in any part of the country.

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HADFIELD, MANCHESTER.

Phone, Glossop 2902-3. AFTER HOURS 2356. 828-194

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THE PERSONNEL MANAGER,

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BORDSELEY WORKS,  
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828-4

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WE are a quickly expanding company (about 300 employees) manufacturing specialized vehicles and mobile shops (between 1,000 and 2,000 per year), as well as refrigeration equipment, mainly for the food industries, and is a modern factory in pleasant surroundings with excellent facilities; housing assistance could be provided.

THIS is a unique opportunity for a young and energetic man who is not afraid of hard work.

PLEASE apply, in writing, with full details, to—

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SMALL fleet of approximately 20 commercial vehicles plus private cars. Applicant must be able to control effectively transport staff and have a sound technical knowledge in addition to the operating of a commercial fleet. Branch of country-wide organization established 150 years. Superannuation scheme up to 45 years of age. Write giving full details of age, experience and salary requirements to Box CM2814, care of "The Commercial Motor."

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10,000 Tyres always in stock.

ALL MAKES AND SIZES SAVE MONEY

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**BRIXTON 2624 (8 Lines)**

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## Miscellaneous Advertisements (contd.)

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828-172

ASSISTANT to proprietor of established transport and removal business in West London required. Capable of dealing with correspondence, licensing, costing and general operation. Opportunity for advancement as owner with no family wishes to obtain some relief from business. State salary required and full details of experience. All applications treated with strict confidence. Box CM2819, care of "The Commercial Motor."

829-x427

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828-264

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TENDERS ARE INVITED FOR THE DISPOSAL OF

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828-79

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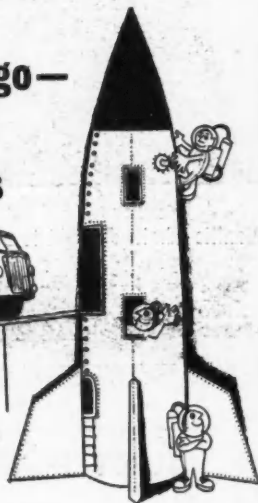
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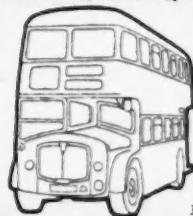
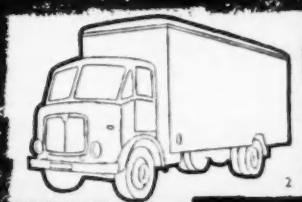
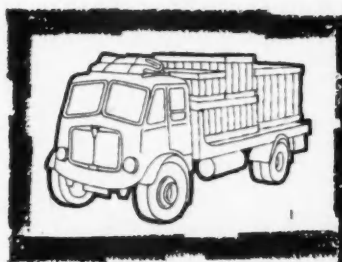


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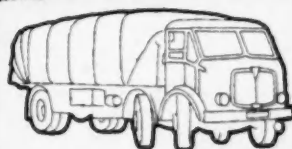
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